

# PENOBSCOT ICE FIELD EXTENDS FOR 20 MILES

Sebasticook River Also  
Threatens Havoc as  
Water Backs Up

## BURNHAM BRIDGE MOVED OUT OF LINE

Union Falls Power Plant  
In Danger—Bar Mills  
Dam Breaks

By RICHARD O. BOYER  
(Herald Staff Reporter)

AUGUSTA, Me., March 16—

The flood peril hung over widely separated sections of Maine tonight as ice jams damaged bridges and backed up water in rivers, driving scores of families from their homes.

While the water was falling in the Kennebec and Androscoggin rivers, despite general, but intermittent rains, ice jams in the Penobscot and Sebasticook still threatened havoc, and the Saco river, far to the south leaped into sudden activity, rising 15 inches in 24 hours.

Fear that the rain would renew the freshet conditions, which exacted a toll of millions of dollars in the past few days, was minimized when the weather bureau predicted colder weather for tomorrow.

A 20-mile ice jam on the Penobscot river, extending from Milford to Enfield above Bangor, flooded the countryside on the east bank of the river and drove 39 families to higher ground. It was estimated that the field contained 6,000,000 tons of ice.

Ice on the raging Sebasticook, a tributary of the Kennebec, damaged, but did not destroy, two bridges.

At Burnham, between Augusta and Bangor, the Maine Central railroad

bridge was knocked three feet out of line, its tracks twisted, and traffic was held up for hours. The vehicular bridge at Burnham was also badly damaged. Both structures were closed to traffic.

The Saco river, which had been tranquil despite flood conditions elsewhere, swelled in a few hours to dangerous heights. Tonight there was danger that the power house at Union Falls, below Bar Mills, might be carried away by a bursting icejam, flooding the lower Saco valley.

was carried out and sandbags were used to plug the gap. Above the dam a huge ice jam extended back to Rolfe's Island, a mile below West Buxton. With the dam already weakened, residents feared that when the icejam let go the structure would be carried away, and with it the mill of the Rogers Fibre Company, the only industry of the village.

### FAMILY FLEES

Rising water at West Buxton drove one family from their home. At Biddeford, workmen were ready with dynamite to blow up icejams forming below Saco Falls.

Icejams still held on the Kennebec and Androscoggin rivers, whose flood waters caused heavy damage Saturday. Two huge jams filled the Androscoggin above Rumford, one at Newry being 25 feet high. There were jams also at Sandy river near Madison on the Kennebec, at the confluence of the Sebasticook with the Kennebec, at Richmond and Merry Meeting Bay. These hampered, but did not entirely impede the run-off of the flood waters.

The danger of disease resulting from flood conditions was expressed tonight by Dr. George H. Coombs,

state health director, who took a supply of anti-typhoid serum to Brunswick, where he said, the floods had affected the drinking water. He advised residents to submit to inoculation and announced that no charge would be made for the serum.

Town officials joined in the movement, promising to pay physicians for giving inoculations when patients were unable to do so.

### DYNAMITE JAM

This reporter, after exploring the Penobscot above Bangor as far as Milford, where the road is closed and under water for the next 20 miles, arrived at Burnham on the Sebasticook just as its citizens began dynamiting a jam there. The ice field, pressed forward by a rushing current, threatened both the vehicular and the railroad bridges. It was reported later to be also threatening the bridge at Winslow, although that structure was sound when it was traversed by The Herald's automobile.

For hours the rain-soaked ground of Burnham, where the river was rising although other rivers were generally receding, trembled with the detonations of dynamite. After each deafening blast, huge splinters of ice flew high into the air, then dropped back into the stream where they clanged against the steel bridge. This structure trembled so violently that shortly after the dynamiting began a sign reading "keep off" was hung at each end.

While the men worked feverishly at the blasting, a crew from the Belfast-Moosehead line worked with equal fury in an effort to repair the bridge, whose steel girders were battered by the ice cakes while the work proceeded. A passenger train, smoke churning from its locomotive, waited the progress of events for hours on the east bank.

Leaving Burnham and proceeding southwest towards Clinton, the Herald automobile churned through that which resembled a miniature river but which was in reality route 100. The water buried the headlights of cars proceeding into it, each motor forcing a flurry of waves as its

leaving a disturbed wake in its rear. Highway fences at the side of the road were submerged.

Arriving at Clinton, which had been badly flooded yesterday afternoon, it was found that the waters had receded despite the fact that the river was rising at Burnham. Near Waterville, the Sebasticook flowed into the Kennebec, which was free from ice and much lower than it had been 24 hours previously.

During investigation this afternoon at Oldtown, above Bangor, a lieutenant of the state police said "anything can happen," and the head of the power house at Oldtown said that he had never seen such immense fields of ice or blocks of ice so huge and thick. However, while the awesome extent of ice which was gradually diminishing, made many nervous, officials pointed out that the Penobscot was clear and free of ice from Bangor to the ocean. Thanks were given to the Coast Guard cutter Kickapoo which rammed the "narrows" at Bangor free from ice and is generally credited with saving the town from flooding.

### HUGE ICE FIELD

The four companies of the 152d Field Artillery of the Maine National Guard, composed of tired men who patrolled roads and helped inhabitants from dangerous sections for almost 17 hours, will not be called out again, it was said, unless the situation becomes much worse. Thus far the ice is sliding easily over the municipal dam and while that holds, and with the narrows open, Bangor has little to fear despite the menace of the gargantuan ice field.

It may be said, however, that the ice jams on the Penobscot totally dwarf those on the Kennebec and the Androscoggin, both as to extent and as to the size of the individual blocks of ice. They have crumpled houses as easily as if the latter had been constructed from egg shells.

Despite danger sectors in the Sebasticook valley and above Bangor, Maine today made gigantic strides in returning to normalcy.

### ROAD TO BOSTON OPEN

Officials of the Maine state police and the Central Maine Power Company, who released detailed statements as to general conditions, were not even dismayed at the intermittent rain and the threat of more to come.

It was their opinion that both the Androscoggin and the Kennebec could handle more rain without flooding because of the fact 25 per cent. of the ice in them has been carried down to the sea. The ice still in the river is far north, they said, for the most part. They also declared that it was probable additional rain in the Penobscot would not make the situation crucial there, although rain has the most serious implications in this sector.

The dispatcher of the Central Maine Power Company said that the river was "all right at Moscow" and said only 76,000 cubic feet of water a second passed over the Skowhegan dam at the peak of the flood as compared with 102,000 cubic feet a second in 1927 when the water passed out to the sea because there were no ice jams. The largest jam in the Kennebec, he said, was at Richmond, where three of a water famine passed when the water system was repaired.

Boston Herald

Maine. (General)

March 21, 1936

## MAINE LAKES ADD TO MENACE

### Releasing Tone of Ice to Race Down Surging Rivers

(Special to the Traveler)

BANGOR, Me., March 21—A new flood menace threatened Bangor today as the hundreds of lakes in the north woods began to pour their spring ice jams through the Penobscot and Kenduskeag rivers.

The water was rising in Bangor throughout the day at the rate of several inches an hour and basements in the business section, which is on low ground in the valley, were flooded.

Considerable alarm resulted from the report that the dam 30 miles up the river, between Enfield and Howland, was weakening. A heavy rain today added to the flood menace.

Otherwise in Maine the floods were subsiding. The Kennebec river dropped six feet today.

Gov. Louis J. Brann, who left today for Rumford, estimated that damage in the state was about \$20,000,000. He planned to present the situation to President Roosevelt on Monday with a view to obtaining federal aid. Meantime officials estimated that 10,000 persons have been driven from their homes.

Biddeford and its twin city, Saco, were fearful when word was received from Bethlehem, N. H., that the flood had reached its crest there and would arrive in full volume within two days. Officials feared that possibly only the Boston & Maine Railroad bridge would be left to connect the two cities.

At Brunswick three men were drowned when their boat was swept into the current of Granny Hole stream and thence over a dam into the Androscoggin river, while more than 500 persons stood by helpless to aid the men. Bowdoin College closed down and students were sent home, those unable to go home being allowed to remain on the campus.

The victims were Robert Coolen and Emile Bourassa of Topsham and Donald McKay of Brunswick.

More than 100 bridges have gone out in the state.

State militia patrolled the streets of many communities, including Brunswick, Augusta, Waterville, Rumford, Auburn, Lewiston, Gardiner and Skowhegan, where flood damage was great. Brunswick, except for one road leading south, was isolated from the remainder of the state. Rumford was isolated.

Waterville is isolated, every bridge having succumbed to the raging Kennebec river. No trains moved and there was no telephone service and hundreds were driven from their homes. The gas supply was shut off.

The use of an abandoned trolley bridge between Waterville and Winslow made it possible to restore traffic between those cities today.

Lewiston had 3000 homeless lodged in the national guard armory. Railroad tracks were washed out at Gardiner and the main business section flooded.

At Bingham there was fear that the Wynam dam might break and consternation was rampant in the city. Engineers were on constant guard there.

Faint radio signals reached this city today from National Guardsmen that Rumford was gradually emerging from its sea of flood water. Martial law still ruled in the town; the messages said, and 500 refugees were sheltered in the town hall, church auditoriums and lodge halls. Food supplies are limited, with no drinking water and milk for children only. Fear of fire loomed.

Five thousand people in the New Auburn section of Auburn, which was razed by a million dollar fire three years ago, were homeless today and isolated. The river receded two feet in this area today, however.

Traffic on the main artery between Boston and Maine was cut off by the closing of the Sacco bridge across the Kennebec river between Sacco and Biddeford, on route 1, between Boston and Portland.

The Sebasticook river was reaching a new all-time peak at Murnham today and Peltona bridge, near Detroit, 12 miles north of here, was reported torn from its foundation. Only large trucks could get through the Bangor State Highway and the water, in depths ranging from two to five feet, had cut off the only safe outlet from this city to other Maine points.

In Waterville conditions were alleviated, but only temporarily, as new rushes of water were expected on both the Kennebec and Sebasticook rivers late in the day following the opening of watersheds in northern points. Gas service had been resumed in this city but Winslow was still without drinking water, telephone service, and gas.

The waters at the confluence of the Sebasticook and Kennebec rivers in Winslow had dropped several feet and snow plows were cutting through tons of anchor ice which for three days had blocked the Augusta highway and the Belfast sea coast route.

Ticonic bridge, between this city and Winslow, was still closed to traffic, two of its spans missing and the other shaking as the river began to rise slowly before noon. A heavy barrage of long logs and pulp, released from the Dead river and Austin stream regions was expected here during the day and reports were received this mass was causing new and heavier damage up the river.

Air service, the only means of travel afforded since the destruction of Ticonic bridge, was held up today due to a low ceiling resulting from a fog. Hundreds of commuters as well as Colby College students, the latter on vacation, were forced to wait for resumption of railroad traffic and air lines. Reservations on planes were full.

Relief agencies marshalled their forces today to cope with the situation which existed from this town to Bingham, where it was reported several hundred had fled to the height of land following the complete inundation of their town. Bryant L. Hopkins, river engineer, reported the Kennebec had receded in this section. He said he expected another rush of water shortly after noon and that with millions of feet of lumber in the river more trouble might develop.

The Peltona bridge at Detroit, a vehicular span, had moved several inches from its base during the night as the Sebasticook increased its flow. The peak had not been reached at noon and observers expected the bridge to go. Already several bridges on the river had been washed out.

At Bath the Maine flood was passing in ragged review throughout today. Silent evidence of the destruction rode down the river in the form of debris, mingled with millions of tons of broken ice, out of the Androscoggin and upper Kennebec rivers.

In the procession of debris were railroad tank cars, logs, parts of homes, small buildings, shanties with chimneys still protruding, remains of broken bridges, squashed boats, trees, dead animals, one small cottage, still intact, and several piles of neatly stacked lumber.

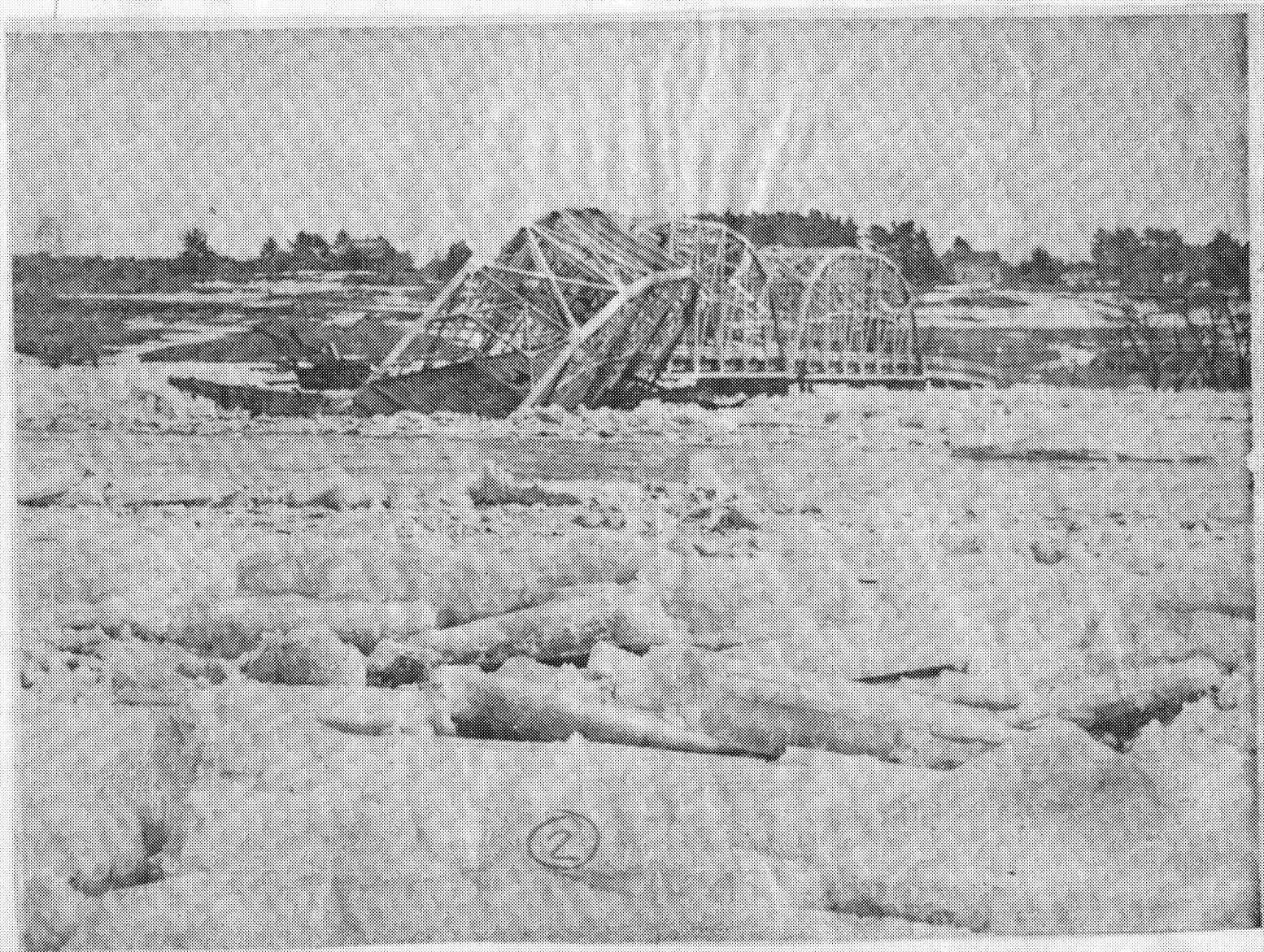
The debris passed under the \$3,000,000 bridge between Bath and Woolwich.

Boston Traveler

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Richmond, Maine

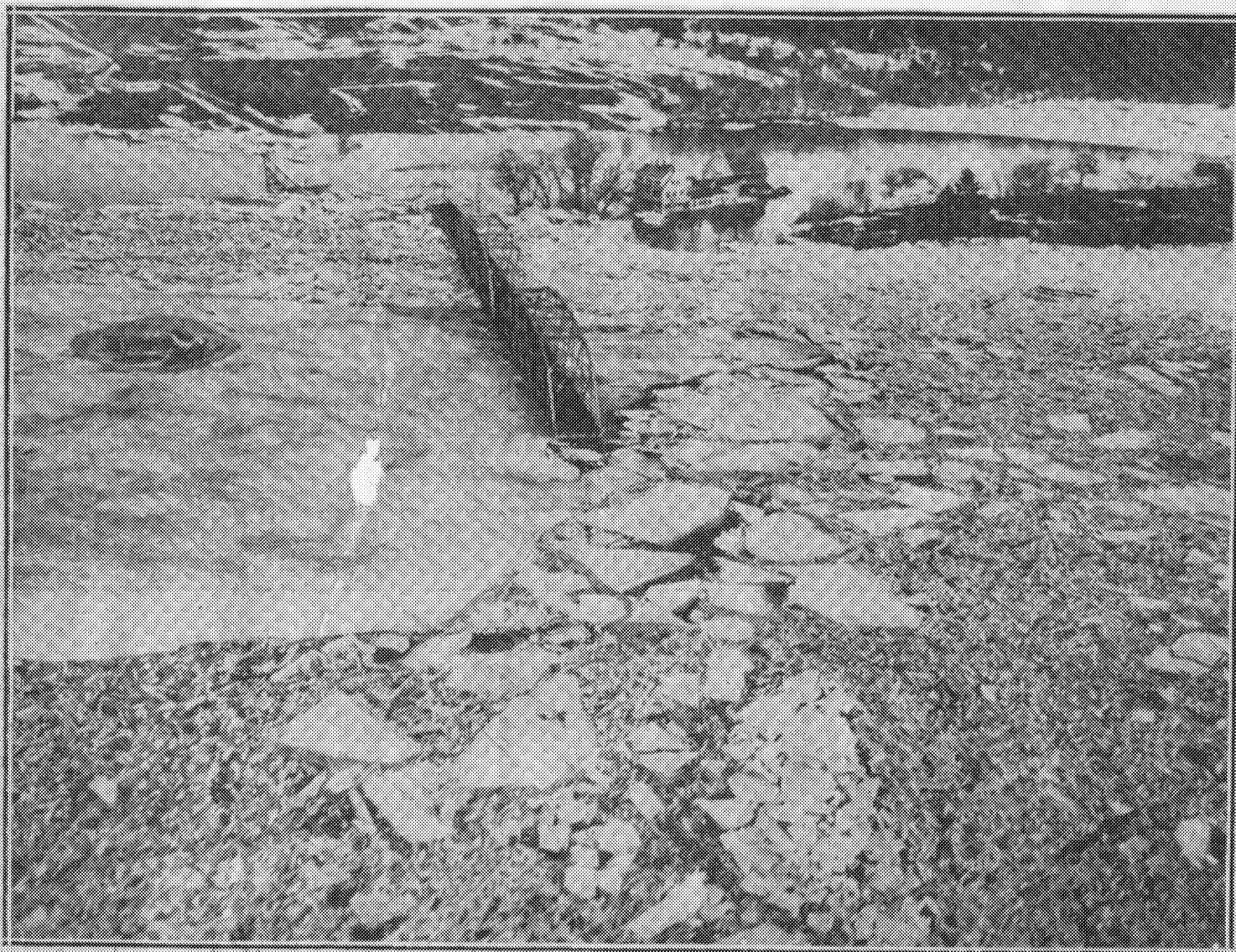
March 15, 1936



Portland Press Herald

The third span of Richmond Bridge as it toppled into the Kennebec.





*Boston Sunday Post, Mar. 15, 1936*

**STEEL AND CONCRETE MEANT NOTHING AS ICE WIPES OUT KENNEBEC BRIDGE**

Here is an aerial view of the toll bridge between Richmond and Dresden, where the \$300,000 spent on it in 1931 was wiped out by the power of the Kennebec River on a spring rampage. Early in the day two sections of the steel span were carried downstream and when the Post staff photographer flew over the spot the third span had gone the way of the rest. This photo shows how the Maine river stood for no barriers. (Photo by Post staff photographer.)

*Boston Sunday Post*

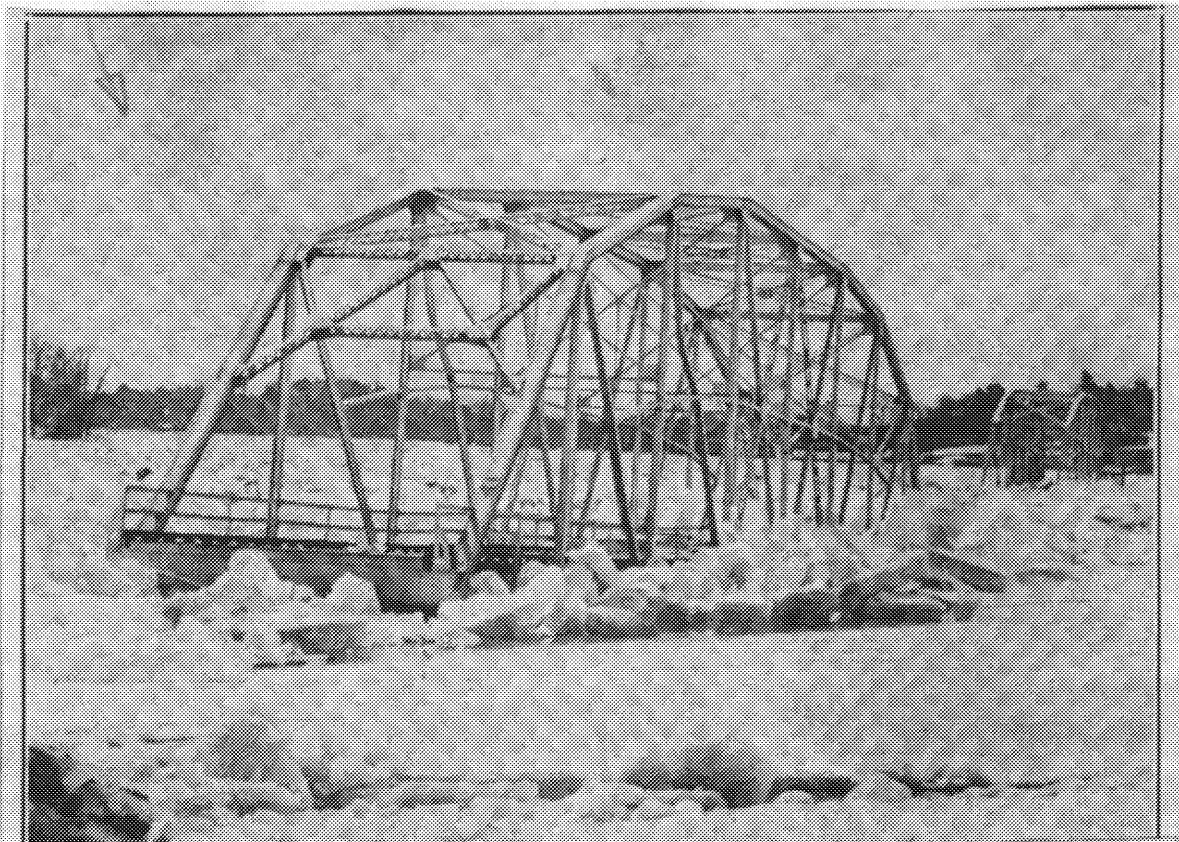
*Richmond Me.*

*March 15, 1936.*



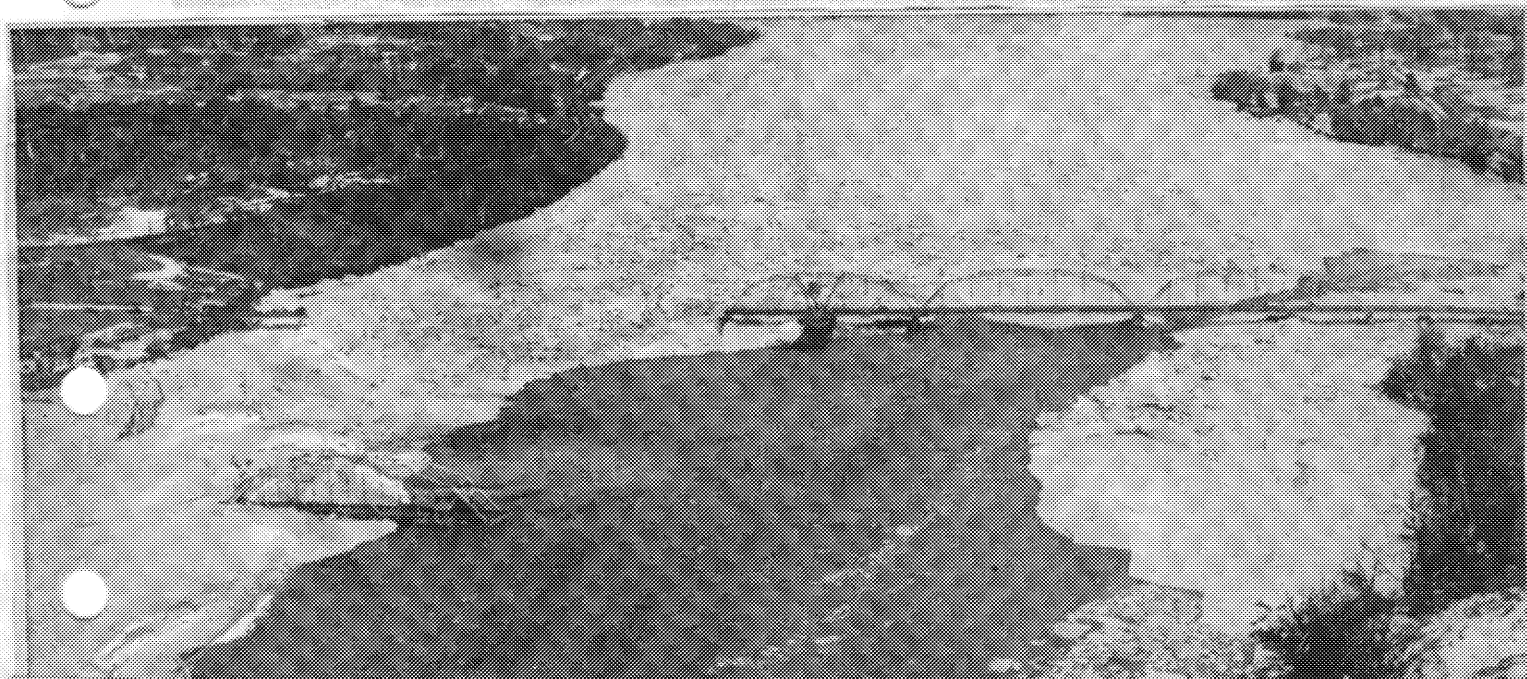
R Richmond, Me.

March 15, 1936.



Portland Press Herald.

First two spans of the Richmond Bridge, floating upright in the ice jam on the Kennebec River after being torn from the structure early Saturday morning. Shortly after this picture was taken, the third of the five spans was pushed from its piers and sank.



No. 1—The terrific power of tons of ice hurled downstream by raging waters is graphically depicted in this photograph made just after the swollen Kennebec had torn out several sections of the State-operated toll bridge between Richmond and Dresden. Built at a cost of \$260,000, the bridge was opened to traffic in September, 1931, but its receipts since that time never were sufficient even to meet actual operating costs, although it was expected that by toll payments the cost of the structure would be liquidated. Unless Federal funds are obtainable, it is considered unlikely that the State will be able to replace the now ruined bridge.

## Wrecked Spans Floating In Ice Jam



# HAVOC GROWS IN MAINE AS THAW ADDS THREAT

## Bridges Give Way Under Battering Ice Floes —Thousands Homeless; Many Towns Dark

By JOSEPH F. DINNEEN

AUGUSTA, Me., March 14—

With both Androscoggin and Kennebec Rivers rising two inches an hour late tonight, the Boston Globe's aerial survey of both river valleys, shows that the danger points for the next 24 hours on the Androscoggin will be at Lewiston, Lisbon, Lisbon Falls, Brunswick at Topsham, where the Androscoggin meets the Kennebec, and on the Kennebec at Richmond and Dresden, Gardiner and Randolph, Hallowell and Togus and at Augusta.

Rain and thaw forecast for tonight increased fears of officials and observers at the state Capitol that floods, which have already driven 3000 persons from their homes and caused more than \$2,000,000 damage in 10 towns in this vicinity, may be far worse.

Midnight tonight was set as the deadline for the peak at Gardiner on the Kennebec.

### Like Venetian Nightmare

Estimates of damage and the number of homeless are based upon the opinions of National Guard and police officers on duty in the two valleys, but the Globe's survey indicates that although the estimate of number of homeless may possibly be fair, the official estimate of the damage done is far too small.

Five bridges on two rivers have been destroyed. National Guard officers estimate that the property damage in Richmond alone, exclusive of its new bridge, is \$300,000. The bridge itself cost another \$300,000. Its new spans were swept helter skelter down the river by millions of tons of ice and water and floated inconspicuously upon it.

The state of Maine tonight resembled a Venetian nightmare, with water swirling around homes, business blocks, mills and industrial establishments, houses and barns top-sy-turvy and floating sideways and upside down in what appeared to be slow-moving stucco.

Huge tank cars swept from railroad tracks bobbed about in the swirling water and ice cakes. Three powerhouses were buried under water.

### Dozen Towns Are Dark

About a dozen or more towns in this area which they served are dark. Miles of railroad were buried under water, ties floating the rails so that they were level with the tons of electric light poles, red signal arms set weirdly to warn approaching trains of impending danger.

So extensive is the spectacle that it becomes impossible to single out particular towns or particular items in the general picture for special attention. One town is as bad as the other. Details can scarcely be isolated because the full extent of the damage to persons and industries will not be known until after the flood has subsided and it can be viewed rationally.

Even as this is being written, a newspaper correspondent drops into the telegraph office to announce, "I hear another bridge has gone out at Waldoboro." There is no possibility of checking it. Telephone and telegraph lines are down and those which still remain are carrying a greater burden of traffic than they were designed for.

From the air, the first visible evidence of the flood is seen as the plane roars over the mouth of the Merrimac River at Newburyport. Spread out into the Atlantic like a fan are the tumbling and bobbing ice cakes, lapped by salt-water foam. A moving brownish-gray triangle pouring out of the Merrimac as from a cornucopia or horn of plenty.

### Lumber Yard Floats Away

Further along Old Orchard and the sea is on the right and the Saco River on the left. Water pours in white foam over the dam and the big mill in Saco, and yet above the mill the ice appears to be a solid cracking and splitting with a crevice through the center.

"There is lots of ice and snow up here yet to melt," the pilot observes.

Further along, Lake Sebago has far overspread its bounds and here huge cakes like icebergs move slowly about, while on the other side, Casco Bay on the Atlantic is clear and blue. Beneath the plane, long stretches of road are under water and automobiles and trucks are lined up on both sides.

At Auburn, a lumber yard was floating away. Large piles of clear white planks, still neatly arranged one atop the other floating among the ice cakes. Shingles, lathe, clapboards moving down the stream, banking up against bridges and obstructions, the shore a litter of debris. Not far away a short bridge over a tributary has been swept away and motor vehicles and crowds of spectators are gathered at the jagged edges.

### Boiling Rivers Wreak Havoc

At Lewiston and Auburn the highway bridge appeared to be unharmed. Pedestrians and automobile traffic moved over it, and yet less than an eighth of a mile away ice pounded at the arches and uprights of a railroad bridge. On the bridge was a train of cars made up of coal gondolas and tanks to weight it down. On the river bank part of the railroad was under water.

At Lisbon, on the Androscoggin, the tracks were washed out between Lisbon and Lisbon Falls where more than a dozen homes were completely isolated. Persons could be seen removing furniture and belongings from second-story windows, with a man at the bottom of a ladder to anchor it, while another carried something down to a boat waiting at the base of the ladder.

At Lisbon Falls water poured over the dam. Ice cakes crashed over it and water seemed to spread out on both sides of the dam to wash through mills and homes.

At Brunswick and Topsham, where the Androscoggin and the Kennebec meet, both rivers boiled with ice cakes. Here again were dual bridges, one apparently being held down by the weight of a freight train upon it, the second highway bridge protected by the first railroad bridge. The pilot circled down close to it and the floating debris of lumber yards mixed in with chicken coops, sheds, tanks and stray parts of filling stations, could be seen.

### Debris Clutters Waters

At Richmond, two spans of the new bridge to Dresden remained in the center of the river, but one could not tell whether or not they were set in the right direction. Three other spans floated about on the surface of the ice, each about an eighth of a mile from the other.

The Kennebec in this vicinity also carried a record of wreckage, huge railroad tank cars bobbing about amid the ice, wheels and trucks submerged and only the upper halves of the cylinders showing.

Along the shores farmhouses were surrounded by water, homes were toppled, houses were floating in the river. Signs exhorting one to buy a brand of gas or a patent medicine looked up askew from rooftops, and billboards floating about in the ice pack.

Roads ended suddenly and as suddenly began again. Without an intimate knowledge of the geography of the valley one wondered whether the road was submerged or whether another bridge had disappeared.

Every city and town along the river had houses surrounded or swept away by water at river banks. An accurate tally of them was impossible. Any estimate would be a guess and would probably be far from accurate.

At Augusta when the plane landed a half dozen other planes were already drawn up. Flyers did a good business between Boston and the State of Maine today.

### Gardiner Severely Hit

The closeup was even more arresting than the distant aerial view. Huge ice cakes had been torn up on the banks of the river. Augusta's City Hall was threatened with water lapping at its foundation. Garages and filling stations along the river bank were under water. The American Legion building was completely surrounded and Legionnaires worked with poles pushing the small icebergs away from its foundation.

Roads across the state were impassable in many places, but Maine has so many hills and mountains that detours away from the flood area were not difficult to find. State Troopers and National Guardsmen were on duty along all roads.

The thaw continued late this afternoon and roads were six inches to a foot deep in mud.

Boston Sunday Globe

(over)



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March 16, 1936



a view of the Richmond-Dresden \$260,000 toll bridge after the first two spans on the Richmond side had been carried away on the big ice floe. The newspaper representatives stood on the approach ramp and surveyed conditions until just before the ice jam started to move again, when this shore section and a third steel span went out.



a picture made just as the third span gave way under the tremendous pressure of ice and impounded waters above.

Journal - Augusta

Daily News

See - none name

March 16, 1937



At the top is a picture of the first two steel spans carried out, riding the great ice field.

and lower the staff photographer caught the big span just before it disappeared beneath the ice and swollen river waters.

Daily, Kenilworth Journal - August 1937

Richmond - Dresden 260, m  
tod bridge

sheet 1 removed  
1949



Richmond Maine

March 16, 1936



their position a few minutes later and just before the third section was swept away.




a scene through the Richmond business section showing one of the spans of the wrecked bridge carrying the toll house with it as it rode the ice down into the West channel between the main shore and Swan Island. A few minutes later the flood waters came up into the streets at this point and one of the buildings to suffer heavily was the plant of the Richmond "Bee" in the right center foreground.

Daily Kennebec Journal Augusta.

Boston Daily Record,

Richmond, Me.

March 16, 1936.

A black and white photograph showing a wide, flat landscape covered in water and ice. In the background, a line of bare trees stands against a light sky. Two small, dark, rectangular buildings are circled with thin white lines. The building on the left is partially submerged in water, while the one on the right is more isolated. The foreground is a vast expanse of water with some ice floes visible.

This unusual photo, taken yesterday at Richmond, Me., shows how the roaring ice jams from the overflowed Kennebec river have trapped two buildings, designated by the circles. The entire countryside there is completely inundated, and a span of the Richmond bridge was swept away in the surge of roaring ice and water. Tons upon tons of huge cakes of ice are in the pileup.



## Torn Away

by the terrific ice jam in the Kennebec river, this span of the Richmond, Me., bridge is shown being carried along in the heavy current. Houses were swept away and the entire district is completely inundated.



Boston Daily Record

R  
Richmond, Me.  
March 16/1936

March 16, 1936

# Ice and Flood Waters Strike Devastating Blow to Gardiner Business, Water Front Areas

## All-Time High Water Records Smashed as River Ice Pounds Through Retail District and Water Ruins Merchandise in Stores — National Guard Troops Called on Duty—Estimate Damage of \$500,000

## Randolph Also Hard Hit and Fear End Is Not Yet Reached

Gardiner's business section was clear of flood water Sunday night for the first time since late Friday when the swollen Kennebec River overflowed its banks. The city spent its third night without street lights. The water receded Sunday morning. Merchants planned a complete survey of damage Monday morning.

### Half Million Damage

In one devastating blow Friday night the ice-laden Kennebec River surged out of its proper course, causing damage estimated at over \$500,000 as the water rose to a mark unsurpassed even by the flood of 1896.

### Rises Suddenly

Rising suddenly on Friday evening as ice jams in the river above Gardiner gave way repeatedly, the flood poured into Main Avenue, entered Water Street, and completely inundated the entire business section. Merchants on Water Street,

several of whom had not removed the bulk of their goods from the stores when the freshet signal was sounded at 11.18 A. M. Friday, went about in boats that evening, watching the current sweep through doors and showcases, causing untold ruin. Bankruptcy is in the offing for many, it was said, as none of the local business men carried flood insurance.

### Bridge Girders Bent

Huge cakes of ice, battering the Gardiner-Randolph bridge as the river rose to within a foot of the floor shortly after midnight, made the structure vibrate like a guitar string, finally causing the draw section to turn through a 20 degree angle. Authorities closed the bridge at 8 P. M. Friday to traffic, and also barred pedestrians, as tremors shook even the concrete piers. It was feared that the bridge would go out under the terrific hammering, but daylight Saturday found it still in place, although girders were visibly bent in places.

### Draw Forced Open

Buildings, wharves, stagings, and oil tanks along the waterfront were

shattered by the driving ice floes sweeping down the river. The coal shed of the F. N. Boston Coal Co. just above the bridge on the Gardiner side, swung about during Friday evening, and went down the river early Saturday morning, lodging against the draw section of the bridge, forcing that open, and finally being battered beyond recognition by the racing ice.

### Ice Field on Maine Avenue

The most astonishing proof of the tremendous force with which the floes moved down the river was seen early on Saturday morning, when the ice was forced over a stretch of Main Avenue in Farmingdale with a loud crash. Morning found over 900 feet of the street covered to a depth of three feet with solid ice. Large ice cakes also covered Water Street in Randolph.

The Gardiner Fire Department, which had been busy all day Friday in an attempt to pump cellars free of water, worked through that night rescuing stranded occupants of buildings in Gardiner and Farmingdale. Next morning, weary and hollow-eyed, the firemen righted two empty shell storage tanks, tilted over by the flood, by pumping them full of water and so restoring the ballast.

### Call Out Troops

At 10.30 A. M., Saturday, Mayor Edwin P. Ladd, who had been up all night supervising general safety

measures, called out Company M of the Maine National Guard. Members of the Company augmented the work of the firemen and police by directing traffic in the dry areas of the city and by preventing the looting of stores in the devastated business section.

### Big Loss at Commonwealth

What was termed by Henry M. Buckley as a "tremendous loss, impossible to estimate as yet," was incurred at the Commonwealth Shoe and Leather Co. factory, where huge quantities of leather and shoe material were ruined by the water, which rose high enough on that section of Main Avenue to completely cover parked cars. Serious damage to machinery also resulted, and it was thought that the factory will be at a standstill for some time until the injury is repaired. Since the Commonwealth Co. is the source of wages for between 400 and 500 people in Gardiner, a considerable economic blow to the city will result.

### City Plunged in Darkness

The power plant of the Central Maine Power Co. in Farmingdale became flooded near midnight Friday, plunging the city into darkness at 12.30 A. M. Boats being rowed up and down Water Street with lanterns, and owners of flashlights standing on Church Hill and playing the beams out over Depot Square in an attempt to ascertain what further damage had been done by the roaring torrent, provided the only street lights available for the occasion, with an occasional use of the searchlights on the fire trucks.

The watchers on the hill peering across Depot Square, where no boatman dared go owing to the force of the current, late Friday night were able to make out the outlines of a building afloat. It was later discovered to be the City storehouse, formerly situated just south of the railroad station, now battered and overturned beside the crossing-tender's house.

### Heavy Damage in Randolph

Also set afloat on the Randolph side was the former Kennebec Central roundhouse. The old building went down early on Friday evening under the constant battering of the floes. The building, owned by Fred Blodgett near the Randolph end of the bridge received serious damage as the ice caved in the underpinning and lower story.

Badly hammered and shoved about was the Gardiner Coal Co. sheds on the Gardiner side, although the full extent of the damage could not be determined, as much of each building was below the surface of the river. Runways, stagings, wharves, coal shears, and other less permanent structures were entirely swept away on both sides of the river.

### River Ice Shifts

During the day Saturday, starting shortly after midnight, the water level fluctuated in Gardiner as ice jams in the river below the city shifted from place to place. The jam, after halting and backing up the flood several times between South Gardiner and Richmond, finally piled up on the Richmond-Dresden bridge, carrying away two spans on the Richmond side at 4.00 A. M. and sweeping them down the river. Swan Island caused a solid pack five or six miles long, which re-



mained in the Kennebec until shortly after noon, when it broke again and went as far as the old ship yards at Richmond. Meanwhile another span of the bridge had been wiped out.

The alternate stoppage and flow in the channel caused the water level to rise to the foot of Church Hill in the Gardiner business section several times during the course of the day. In one instance, when the Swan Island jam released, the water in Gardiner dropped a foot in three minutes, to rise again shortly afterwards.

Main avenue received much of the force of the current, which swept in ice and all in Farmingdale. The Commonwealth Lunch, owned by Harry Lewis, was overturned, and cars left on the avenue were completely covered.

#### Railroad Damage

The Maine Central Railroad track incurred damage which cannot be definitely ascertained until the flood recedes. Trees, logs, wreckage, and ice-floes from two to three feet thick covered the track between Gardiner and Hallowell in a night-marish jumble. It was thought that trains will be unable to go through for another week, at least, as the rails are probably warped by the tremendous sidewise pressure, to say nothing of the debris which must be cleared away before even that can be determined.

The Maine Central railroad station was flooded to a depth of two feet inside, and the platform shivered and torn by the ice.

Railroad tank cars, used by the Shell oil company, were swept away by the torrent, and several could be seen half submerged, two hundred yards below the bridge.

#### Heavy Damage

At dawn on Saturday morning, before the full extent of the flood destruction had made itself apparent, the total loss for the city was placed tentatively at \$300,000. Later in the day, however, authorities placed the loss, including ruined stock, lost employment, damaged machinery, and wrecked buildings, at well over half a million dollars.

Gloom hung like a pall over the business section as the water continued to rise and recede, and it was said that many of the merchants would not be financially able to open their doors again. Estimated losses for a few representative merchants and firms were: R. B. Erskine Store, \$18,000; W. T. Grant Store, \$20,000; Gardiner Hardware Co., \$20,000; and Gardiner Coal Co., \$50,000.

Five hundred pairs of riding boots, stored in the basement of the Gardiner Shoe Co. by the R. P. Hazzard Co. of Augusta, were caught by the flood pouring in, and were said to be damaged irreparably.

No figures were quoted for these, but a heavy loss seemed evident.

Officials of the Kennebec Box Co. with a million feet of logs on a landing in South Gardiner reported that the logs were in danger of being swept down the river. The landing was considerably disrupted by a surge of high water, but booms hastily placed saved the timber from immediate danger.

#### Food Problem

No food shortage was felt on Saturday, although the grocery stores, restaurants, and meat dealers' shops in the main business section were completely inundated by the flood. Smaller stores in the New Mills and other unaffected areas were able to supply the populace through the day. These did a thriving business as people from all parts of the city rushed to procure a store of provisions on Saturday forenoon.

As the flood condition prevailed, however, it was feared that a serious condition might arise with the city filled with hundreds thrown out of work, a limited supply of food, and a limited supply of money with which to purchase it.

#### Offers Aid

On Saturday afternoon Mayor Frederick G. Payne of Augusta sent a message to Mayor Edwin P. Ladd of Gardiner offering the assistance of the City of Augusta in any emergency which might arise. The Red Cross, National Guard troops, and other organizations in the Capitol City, Mayor Ladd was assured, stood ready to lend aid in any police or relief work which might be needed.

In a statement to the press Mayor Ladd expressed himself as being highly appreciative of this offer, characterizing it as "a splendid gesture" on the part of the Augusta official.

#### Firemen Exhausted

Through the efforts of volunteer rescue workers, principally members of the Gardiner Fire Department, wreckage was cleared and goods carried out of buildings marooned by the flood. Many of the firemen worked all day Friday, Saturday, and all day Sunday, being utterly exhausted when the water finally receded to a safe distance early Sunday morning. Members of the police force, confronted with the problem of handling the excited of sightseers and people attempting to cross to Randolph at night in spite of warnings, managed to maintain order at all times.

Although no serious emergency had arisen, on Saturday forenoon eight blasts on the fire whistle signalled the calling of the militia by Mayor Ladd, and as a safety precaution, the members of Company M were placed in traffic congested areas. The troops also relieved the firemen, weary from their long exertions, by maintaining a watch on the river throughout Saturday night.

#### City in Darkness

The water having flooded the transformers and other equipment at the Central Maine Power plant in Farmingdale, on Friday evening, there were no lights after 12.30 of that night. The Telephone Company turned on the emergency generators in their building on Brunswick Hill, and efficient service was maintained throughout the flood period, except on lines brought down by crashing poles, broken by the ice floes along the river. The switchboard staff was enlarged to full capacity as the wires hummed with excited calls all up and down the Kennebec Valley.

Saturday night brought the ghostly spectacle of a city in darkness, broken only by an occasional glimmer of light from a kerosene lamp or candle, and further intensified by a shroud of silence. No radios were

heard from the darkened houses, no automobile horns sounded, no trucks rumbled, no dogs barked. Down in the business street oarlocks creaked as boatmen went on occasional trips, but human voices seemed hushed as the all-night watchers gazed out into the darkness where the swollen Kennebec rushed past in the distance.

#### Moran Wires

Marking the rise and fall, some thought the river was receding, some thought otherwise, but with the jam still holding solid in the vicinity of Richmond through the night, the flood water still retained possession of Depot Square, Main Avenue, and part of Water Street, forcing the spectators to remain at the foot of Church Hill.

On Saturday evening the Central Maine Power Co. arranged a line providing current for the Gardiner General Hospital.

Seated at his desk in City Hall, Mayor Edwin P. Ladd, who with Frank Lemar, the Fire Chief, and other city officials had not slept over 40 hours, read by candle light on Saturday evening a telegram from Congressman Edward C. Moran, Jr., in Washington saying that the Coast Guard ice-breaker, Ossipee, had been ordered to proceed to Merrymeeting Bay and the Kennebec. Mayor Ladd had sent a request for the Coast Guard boat earlier in the day.

#### In Farmingdale

Although tremendous damage in the business section of Gardiner resulted from the torrent, the residential damage was proportionally greater in Farmingdale, where a crushing invasion by the ice was experienced. A garage belonging to Robert Hill was swept from its foundation and deposited on the railroad track. The house of A. E. Hall was moved, and the tractor garage behind the Town House was badly battered by the ice floes. The ice also crashed into the buildings owned by Jesse Carey, causing serious damage.

Several Farmingdale families were isolated by the flood water and were taken to places of safety by a boat from the Gardiner Fire Department and boats from Farmingdale. The family of Harold R. Tuttle, three in all, a Pullen family, and the family of Moses C. Flaherty, twelve in number, were taken from second story windows by the boatmen, and rowed to the town hall. Later this became unsafe as the water rose. The group was finally taken to the Grant Street School, high and dry on a hill.

Five feet of water flooded the bottom floor of the houses of Mrs. Jessie A. White and Robert Hill. The house of Mrs. Flora Chase was completely flooded.

#### Traffic Cut Off

Vehicular traffic between Gardiner and South Gardiner on the River Road was cut off early Friday evening, when the Rolling Dam Brook bridge was carried away in the stream. On Saturday cars going to and from Augusta were compelled to skirt out around the main highway which was piled with ice 10 feet high in one stretch, by travelling via Northern Avenue, Blaine Road, and Bowman Street, and by utilizing the side streets in Hallowell.

All Maine Central trains via Lewiston and Winthrop, stopping at

*Kennebec Journal - Augusta*

Maine (general)

March 16, 1936.

Winthrop to detrain and entrain passengers from Gardiner, Hallowell, and Augusta who were able to meet them by bus or car. On Saturday afternoon the Maine Central agent at Gardiner received word from his company headquarters to close the station until further notice. The prospect north of the station, where a tangle of trees, ice cakes, and wires covered the tracks, was not encouraging to railroad men. The condition of the track and difficulties which have arisen farther down the line

toward Brunswick will not warrant the resumption of railroad service for three or four weeks, it is thought.

#### Ruin on Water Street

At 3 o'clock on Sunday morning it was possible to walk for some distance down Water Street, the water having taken one of its gradual drops, and to peer with the aid of lanterns into stores which had been flooded for 30 hours with the water going up and down in the meantime. Inside, the contents of the shops had the general appearance of having been churned and tossed in the muddy water, which finally had receded and left the various articles lying helter-skelter over floors, tables, shelves and chairs. A conglomerate mass of wet pasteboard, stools, leather, shapeless cloth, and sundry articles and fixtures was the usual sight.

Heavy plate glass windows, especially on Main Avenue, were broken at several places of business by the rushing current and wreckage floating in the water. Rowing up Main Avenue in a boat, the tops of cars could be seen barely projecting from the surface of the stream. Rising as it did within 20 minutes on Friday evening, the flood had trapped several machines in that section. One or two were rescued. Lionel Goldberg was able, he said, to secure a five-ton truck swamped in front of the Gardiner Auto Electric Co., by hauling it out with a wrecker and chain. Others were not as successful.

The work of clearing away the huge mass of ice which had driven over the railroad track and had swamped the road in Farmingdale was started on Saturday afternoon with the aid of a tractor.

#### Similar to 1896

Old residents of Gardiner say that the present flood is almost exactly similar to the one which occurred on March 2, 1896, when a mass of ice and logs, borne on a raging torrent, came down the Kennebec and carried away the Gardiner-Randolph bridge. A few maintain that the freshet of 1896 was higher than the present one, a few lower; the general average of opinion places the two nearly alike. Both, judging from the chronicles of the past, will go down as major disasters in the history of the Kennebec Valley.

Thousands of startled sightseers thronged to the lower areas of the city during Saturday and Sunday, many of them with cameras poised to make a pictorial record of the event for children to come. Oldsters who had dwelt upon the flood of 1896 in many a sensational tale, viewed the situation with a tinge of regret, watching a record of 40 years standing go floating down the river.

Daily Kennebec Journal - Augusta



(General)

March 16, 1936.

## Reporter Views Flooded Area From Evening Express Plane

Portland Press-Herald, March 16, 1936

### Observer Sees Great Ice Jam Piling Up In Kennebec, Homes Cut Off, Bridge Gone And Valley Cities Navigated By Boats

Here's how the flooded, ice-jammed Kennebec Valley looked to a reporter in an Evening Express plane soaring across central Maine today after two spans of the Richmond Bridge were carried away and miles of highway and railroad track along the swollen stream were submerged.

From Portland, across country to the Androscoggin—smaller streams, in flood Friday, were subsiding gradually, and many farms and villages cut off from highway communication one day before were again accessible by road.

The Androscoggin Valley—The river still crowded its banks, overflowing lowland areas for acres at a stretch; several farmhouses on the east bank, some three miles north of Lisbon Falls, were surrounded by water, cut off from highway communication with the outside world.

The Kennebec Valley—At Richmond, southerly end of an eight-mile ice jam, and two westerly spans of the Kennebec bridge had been carried away before dawn.

The Maine Central tracks, for miles between Richmond and Hallowell, were submerged. Huge ice cakes covered the flooded rails at frequent intervals.

Richmond, upstream to South Gardiner—The ice jam continued piling up hourly, along this eight-mile stretch of the flood-tortured river

(or, more exactly, the jam was piling down—one huge cake sliding under another, deeper and deeper toward the river bottom, steadily damming the mighty stream).

It was apparent to both the reporter and the plane's pilot that another sudden temperature rise, or any heavy rainfall within the next 48 hours, would mean serious trouble for the valley above and below the tremendous Richmond jam.

Gardiner—Men were voyaging through riverside streets in boats.

Hallowell—The plane flew above the main street of the historic old town. Below, the reporter saw a man in a rowboat calmly navigating Water Street—the city's business center—paddling methodically from one store to another. "Guess he's doing the day's shopping," suggested the pilot.

All along the swollen river, from Augusta southward, houses near the banks were surrounded by water, as the stream continued to rise behind the eight-mile jam between South Gardiner and Richmond. No possible estimate of property damage could be made, apparently, until the flood waters subside.

And, should rain or a sudden thaw come to release water impounded by the Richmond jam suddenly, until damage would be wreaked along that entire section of the lower river valley, the flying newsmen were convinced.

Portland Press-Herald

K

Richmond, Maine

March 21 - 1936

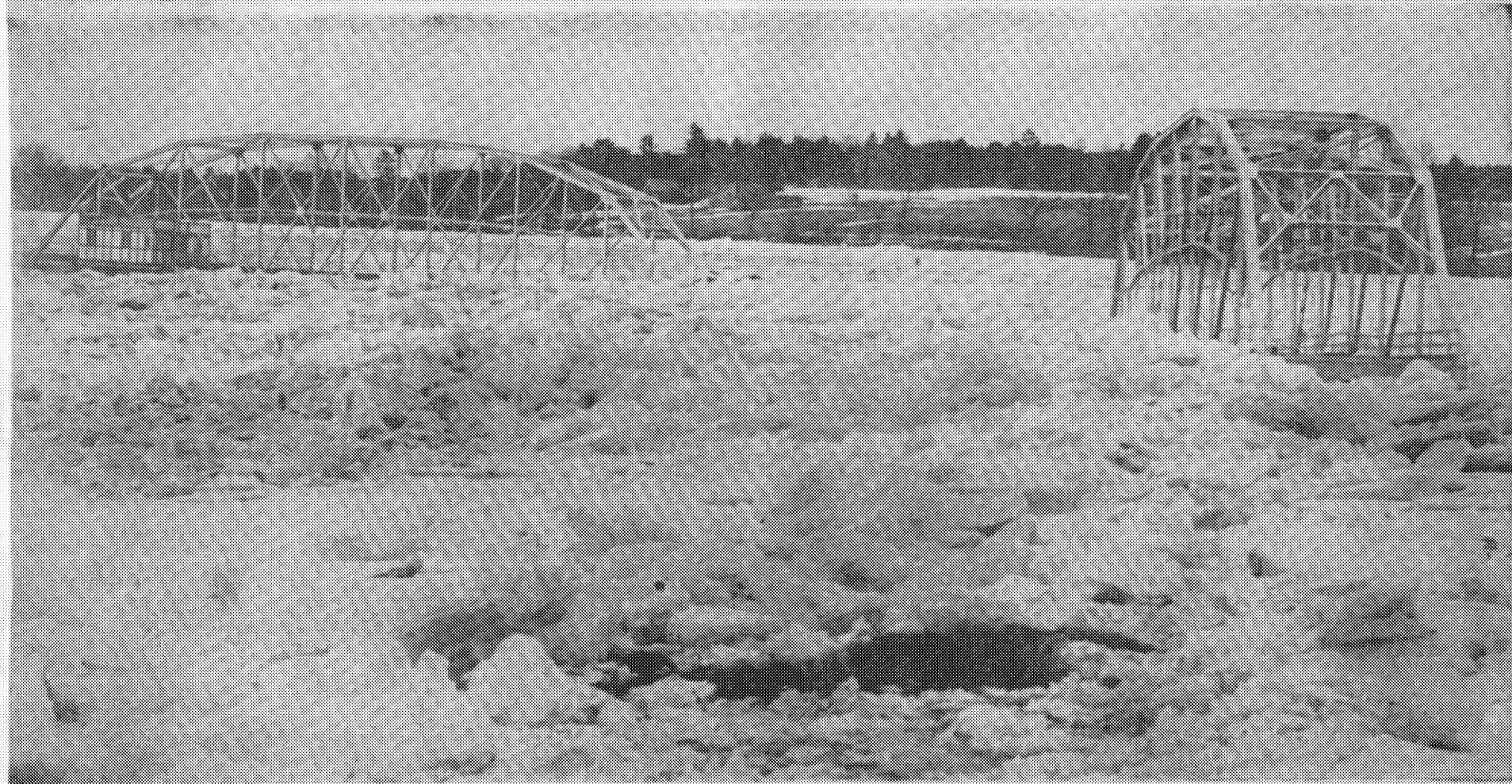


Typical illustration of the damage done to Maine's highways.  
This picture taken on route 197 near Richmond.

Lewiston Journal



## High Water and Ice Jams Bring Disaster To Maine



At daybreak Saturday, March 14, two sections of the \$300,000 Richmond-Dresden bridge were resting on ice floes in the Kennebec.

*Lewiston Journal*

March 21-1936



Boston Herald

Richmond, Maine

March 22-1936



OLE MAN RIVER. This is the Kennebec at Richmond, Me., and a typical view of one source of the irresistible forces that raised such havoc throughout New England. At the upper right can be seen part of the Richmond-Dresden toll bridge drifting downstream.

(International)



Boston Sunday Globe

March 24, 1936



## TOLL BRIDGE DRIFTING DOWN THE KENNEBEC

Seen at right is one of spans of Richmond-Dresden Bridge which was torn loose and carried downstream by ice floe and power of high water in Maine's usually placid and beautiful Kennebec.

(U. N. S.)

MARCH, 1936.



At the top is a view of Water street, Fairfield, which the flood waters of the Kennebec river have made worthy of its name. The story-and-a-half house at the extreme left is the home of Dostie Lozier. It was half full of water when this photograph was taken and the river was still rising.

At the bottom the corn canning factory at Fairfield serves as an abutment for an ice jam which came down the Kennebec river. The buildings were badly damaged by the ice

MAINE FLOOD ILLUSTRATION  
POTOMAC REVIEW  
Published by Gannett Pub. Co.



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WINSLOW, MAINE

MARCH, 1936



Bad as conditions were at the junction of the Sebasticook and Kennebec Rivers at Winslow when this picture was taken, they became even worse later as a 2½-mile ice field in the Sebasticook began to break up, causing jams that uplifted the planking on the vehicular bridge, first of the two bridges shown here. The other is the Maine Central Railroad Bridge. They span the Sebasticook River within a few feet of the Kennebec River, which runs from right to left across the picture. At the upper left corner is the Winslow railroad station on the main road between Waterville and Augusta through Vassalboro on the east side of the Kennebec. Near the right end of the railroad bridge is historic Fort Halifax.

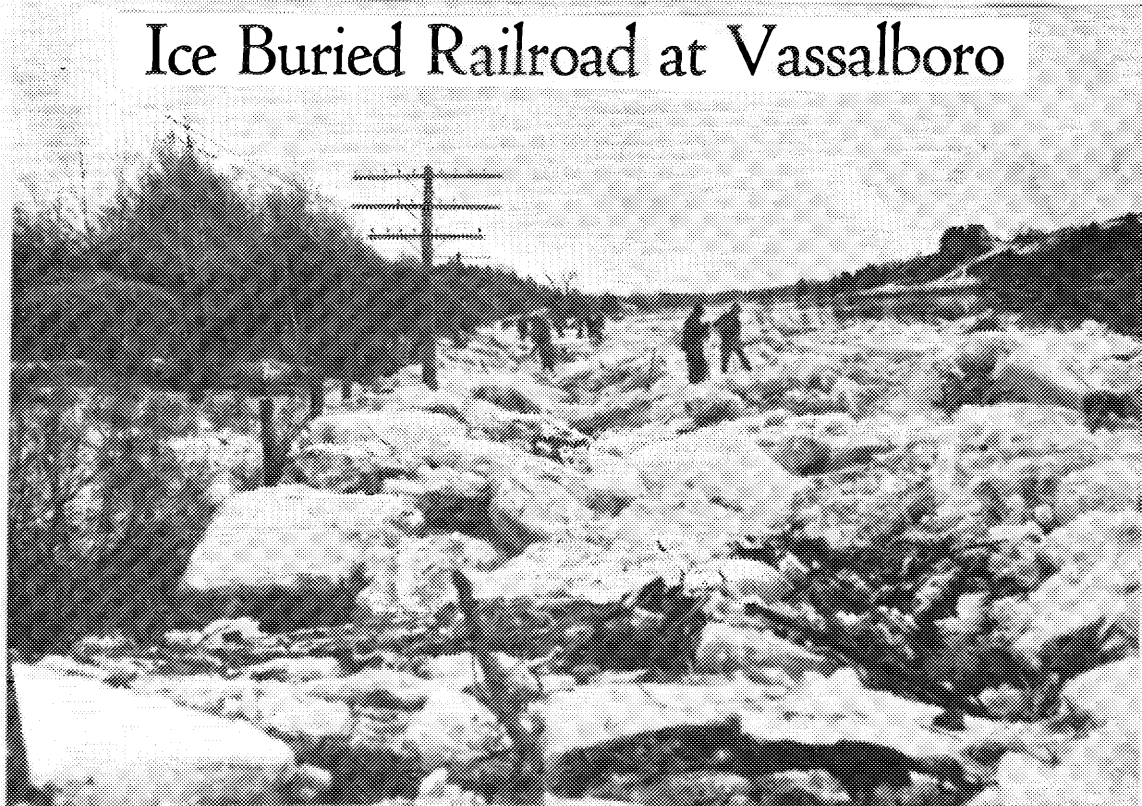
MAINE FLOOD DISASTER  
PICTORIAL REVIEW  
Published by Gannett Pub. Co.

K

Vassalboro, Maine

MARCH, 1936.

## Ice Buried Railroad at Vassalboro



More destruction to Maine Central railroad property in this section as the result of the flood came Saturday when ton upon ton of anchor ice piled onto railroad tracks below Vassalboro. Ice extended for over half a mile and in some places was banked 30 and more feet into the air. Dynamite is being used with the aid of steam shovels in an effort to clear the tracks. Officials estimate it will be several days before this part of the railroad's line can be opened. The two pictures above show vividly the amount of ice that was deposited on the tracks.

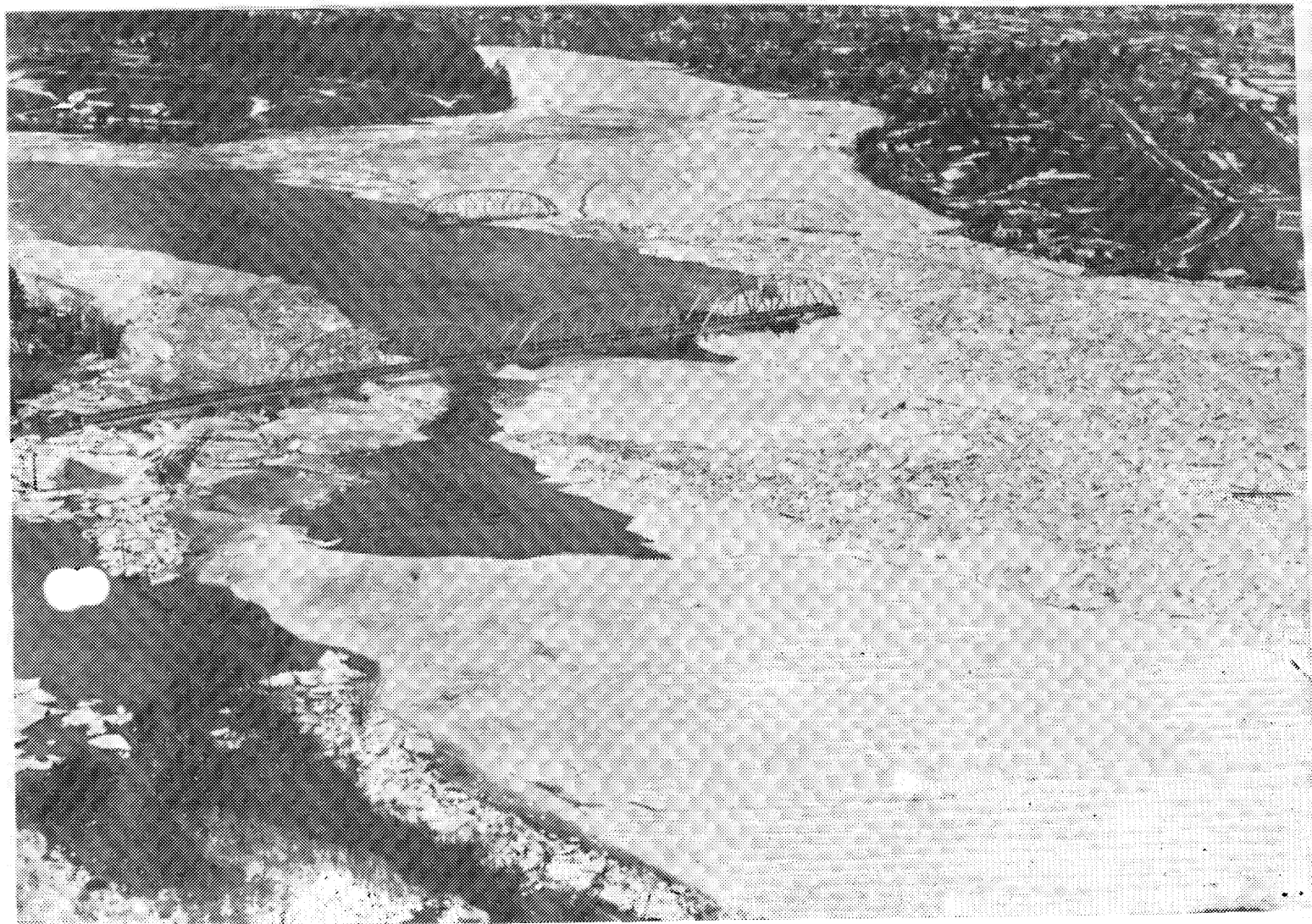
MAINE FLOOD DISASTER  
PICTORIAL REVIEW  
PUBLISHED BY GANNETT PUB. CO.



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RICHMOND-DRESDEN, MAINE

MARCH, 1936



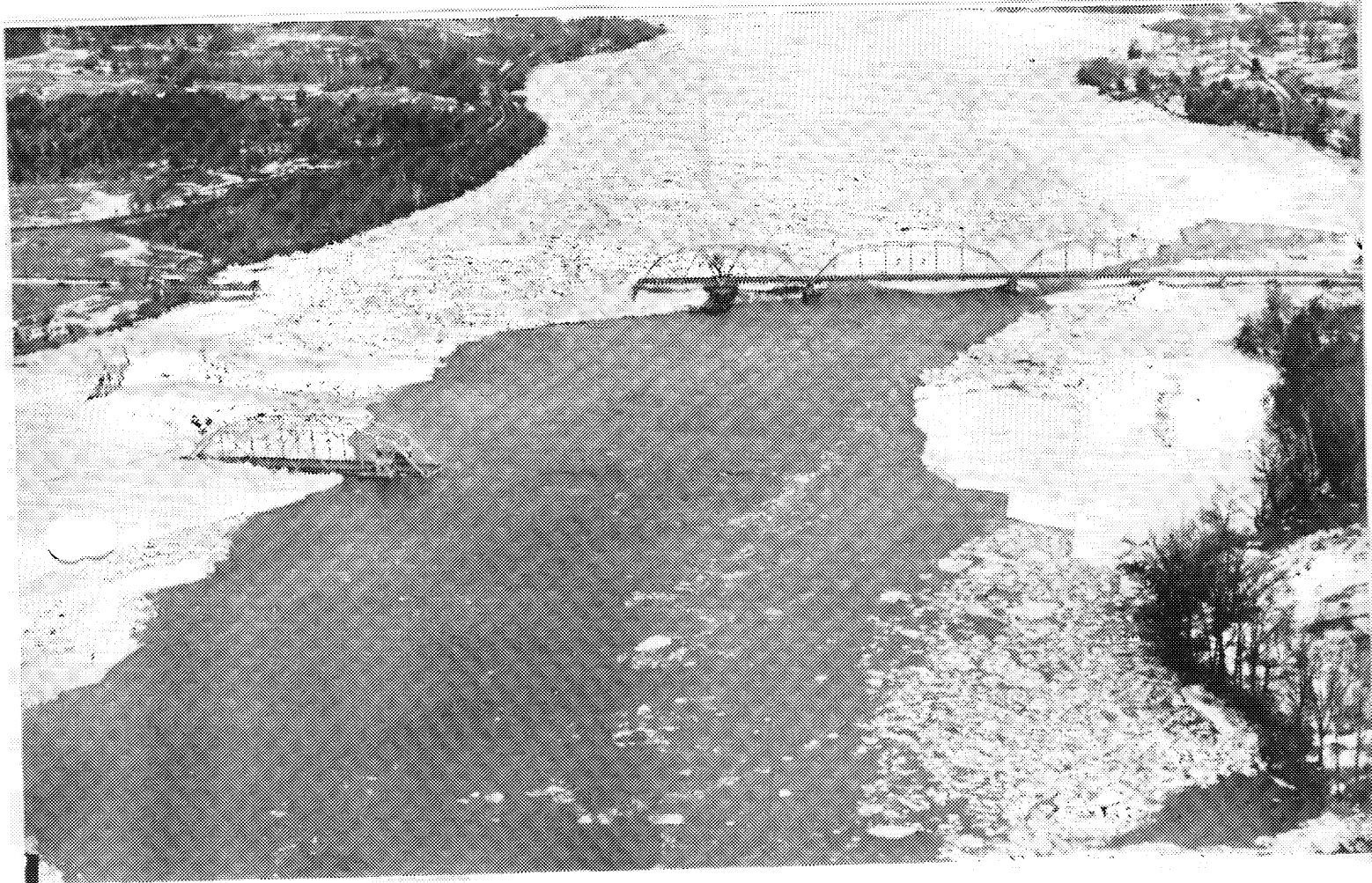
Two spans of the Richmond-Dresden bridge were moved several hundred feet down stream by the intense pressure exerted by ice and water. The two spans shown are on the Richmond side of the bridge and include the bridge-tender's house.

MAINE FLOOD DISASTER  
PICTORIAL REVIEW  
Published by Gannett Pub. Co.

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RICHMOND-DRESDEN, MAINE

MARCH, 1936.



Another view of the Richmond-Dresden bridge.

MAINE FLOOD DISASTER

PICTORIAL REVIEW

Published by Gannett Pub Co.



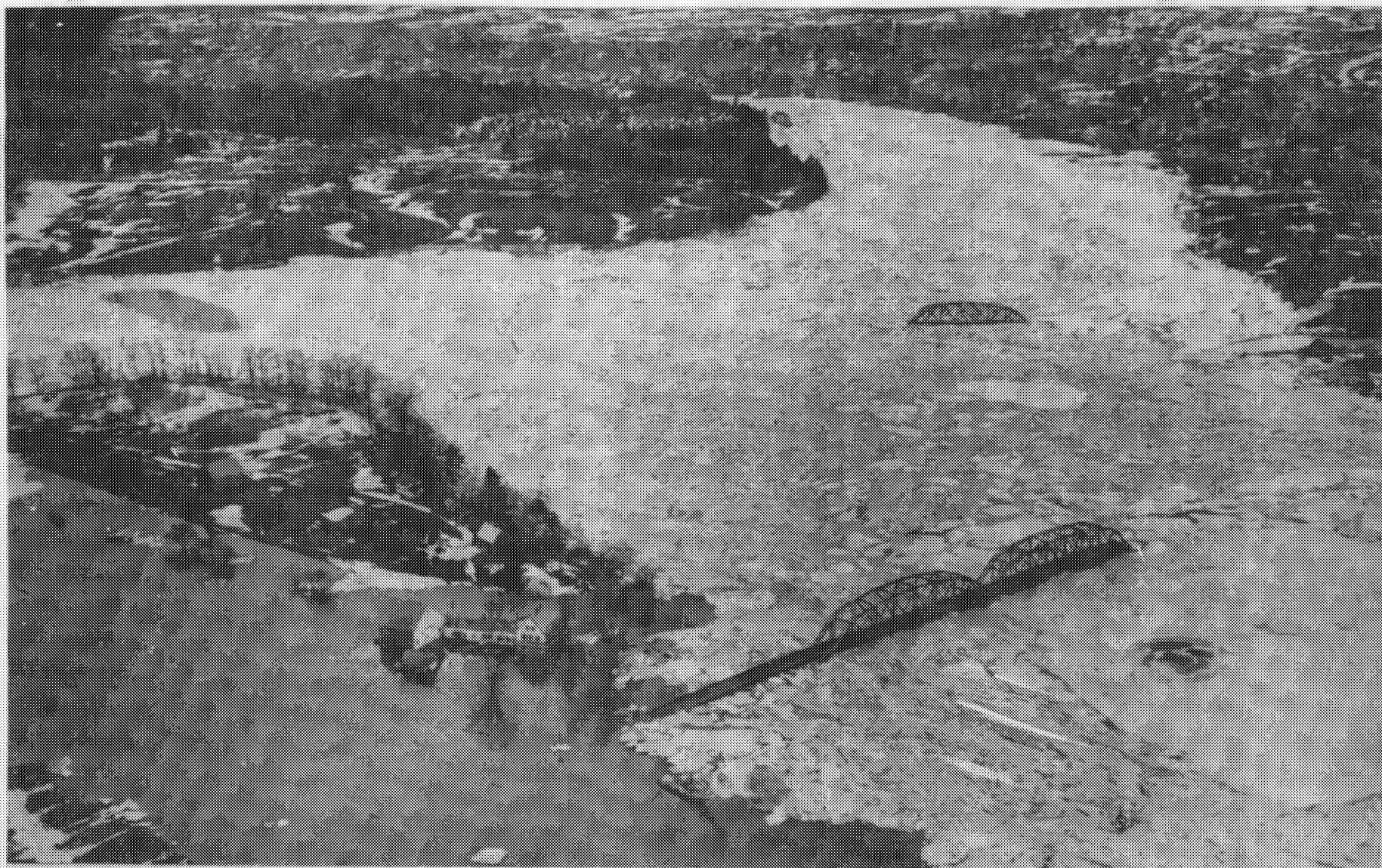


A span of the Richmond-Dresden bridge.

MAINE FLOOD DISASTER  
PICTORIAL REVIEW

Published by Gannett Pub. Co.,

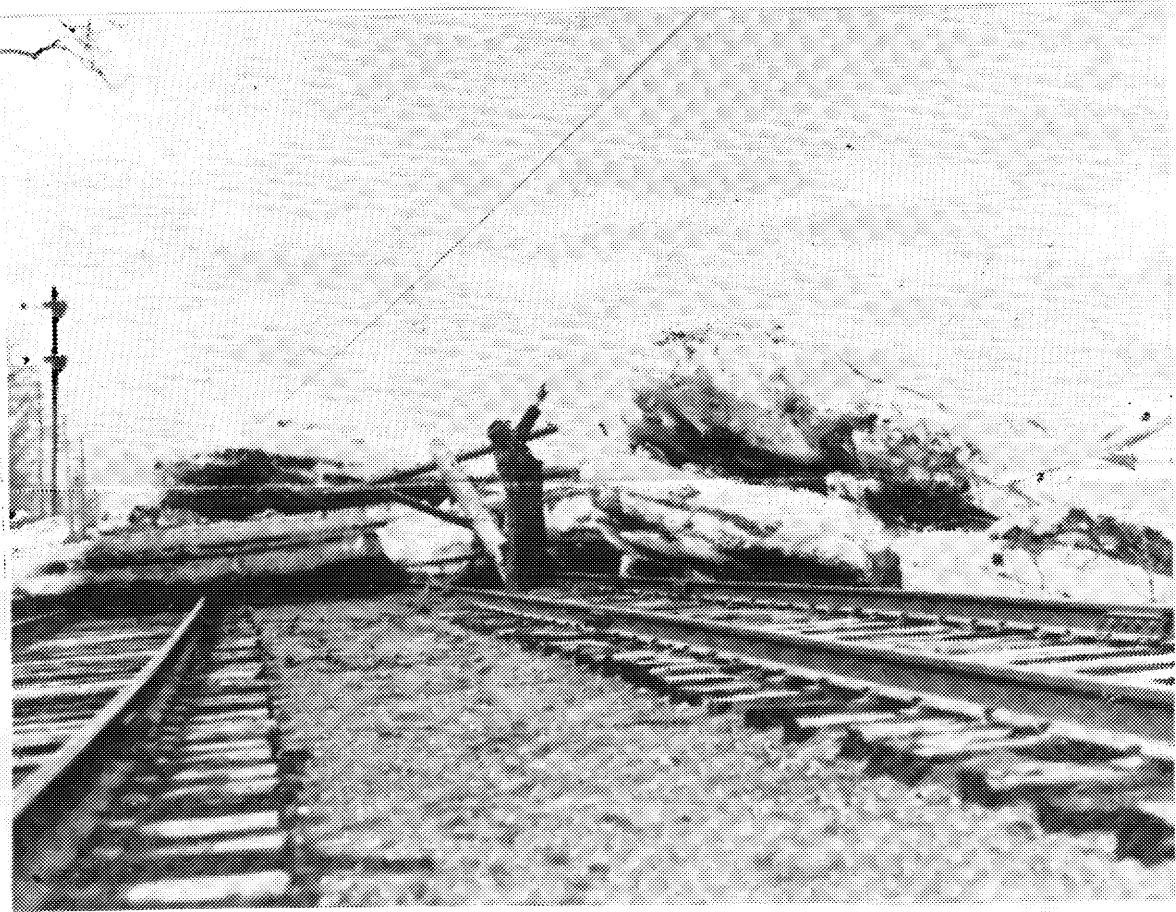
K  
Richmond, Maine



SPANS OF RICHMOND-DRESDEN, ME, BRIDGE WASHED AWAY BY FLOOD, ARE SEEN FLOATING DOWN THE KENNEBEC ON CAKES OF ICE

Boston Herald





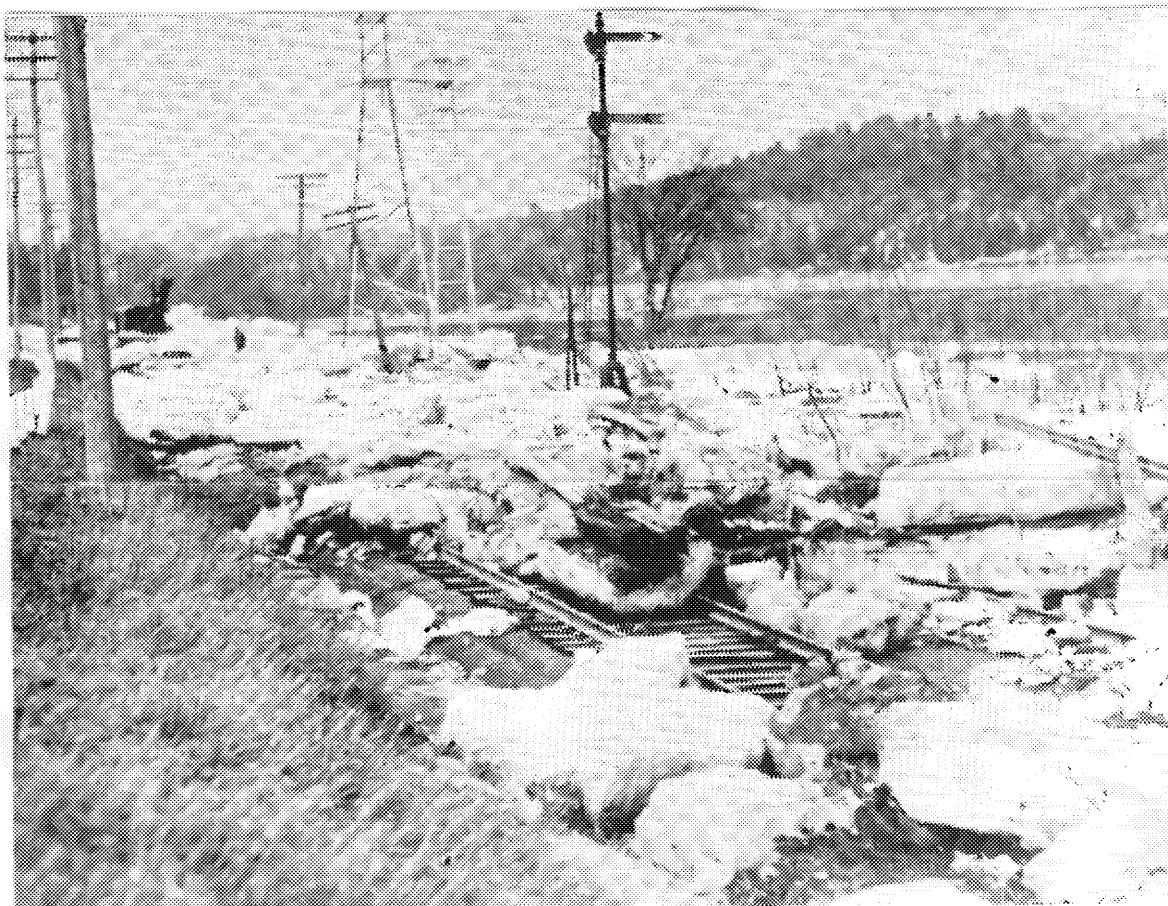
MAINE FLOOD DISASTER  
PICTORIAL REVIEW  
Published by Gannett-Pub. Co.

Height of the ice blocking the railroad near Farmingdale may be gauged by comparing the piled-up cakes with the man standing on the tracks.

K

FARMINGDALE, MAINE

MARCH, 1936.



The ice-blocked railroad line at Farmingdale, on the Kennebec's banks, before section crews began their long task of clearing it.

MAINE FLOOD DISASTER

PICTORIAL REVIEW

P. blished by Connett P. & Co.



## \$300,000 State Toll Bridge at Richmond Goes Out With Flood



Remarkable camera "shot" of third span of Richmond-Dresden bridge just as it was lifted from piers and disappeared from view in swollen Kennebec River.

MAINE FLOOD DISASTER

Pictorial Review

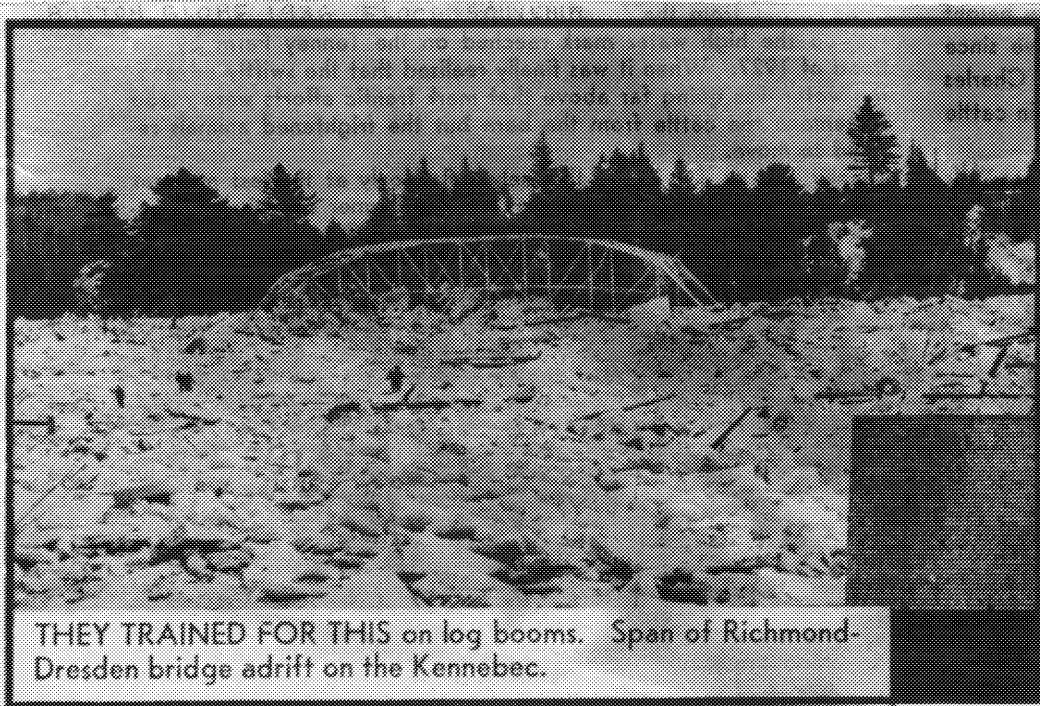
Published by Gannett Pub. Co.

Richmond, Me.

March 1936.

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X



THEY TRAINED FOR THIS on log booms. Span of Richmond-Dresden bridge adrift on the Kennebec.



# Flood Situation in Three Kennebec Cities, Augusta, Hallowell and Gardiner



Augusta, Maine  
MARCH 1936

Conditions in the Central Maine Kennebec Valley cities grew worse as the afternoon hours wore away and darkness came on Friday afternoon, and night, with many river front merchants and householders already driven from their places of business and homes apprehension held late at night that the worst was not yet realized.

The pictures above give a general idea of the situation in Augusta, Hallowell and Gardiner during daylight hours Saturday. At the upper left is a view of the Augusta water front taken from the veranda of the Legion Home, before evacuation of that building in boats was necessary. At upper right is a view of the ice jam at "The Hook," Hallowell, which backed the Kennebec River waters back into Water Street that city and Augusta to a point higher than the high water mark of the flood of April 30 and May 1, 1922. Lower left is a view taken from the Augusta Federal Building showing at the extreme right a corner of the Legion Home and in the center foreground the shed on the Stone and Cooper Coal wharf, which early in the evening was completely submerged. At the lower right is a view along the Hallowell water front showing the floe ice and the big cakes that swirled back in the shore eddies with destructive results to waterfront buildings.

between the White Mountains and Livermore, the river rose toward flood stage rapidly. Gates at the Rangeleys were closed. The lakes were only 19.5 per cent filled early this month and can accommodate a huge run-off.

Ice fields began to break up south of Lewiston tonight. Cakes were up to three feet in thickness. Observers said property along the Auburn-Durham line would be flooded by a jam.

Sewers in numerous sections of the city could not accommodate the flood and many cellars in the residential section were flooded. Wind ripped a 12 foot section from the roof of the Municipal Armory.

The Androscoggin river's flow at Rumford tonight had reached 15,700 cubic feet a second, with an increase of 2,000 an hour, Mr. Bean learned. The rapid rise, he said, indicated ice jams between that point and the White Mountain area.

At Shelburne, N. H., the flow at 7 P. M. was estimated at 18,000 second feet.

Though the entire lake system of reservoirs had been closed, Mr. Bean said the river here might rise to 43,000 or 50,000 c. f. s.; would approach or exceed the serious flood stage of 60,000 with a constant temperature of 45 degrees or more the next two days.

A continuous heavy rain in the White Mountain area today sent tons of water into the Androscoggin valley. The Peabody (N. H.) river was reported at extremely high pitch.

Maine Central officials reported a 120-foot washout about one-half mile west of Winthrop, submerged tracks at New Gloucester, between Lewiston and Greene, and between Canton and Livermore Falls.

Road conditions necessitated rerouting the system's crack trains. The Yankee Flyer (streamliner) and the Chul. Maine Central buses which made trips to Bath and Jo. the east found highways closed because of high water, could not return to Lewiston.

The break-up in the Androscoggin watershed was one of the earliest in history, corresponding with that of 1831, according to Agent Bean. Rumford's 24-hour rainfall of 5.12 inches also was a record.

Officials of the Androscoggin & Kennebec Street Railway said tonight flood waters on the Sabattus river had weakened piling supporting the electric railway bridge to an extent prohibiting traffic.

At Dixfield an ice jam which threatened the Berst-Furster-Dixfield wood working mill tonight broke about 10:30 and the river, which had been rising more than a foot an hour, dropped rapidly. It had reached the floor of box cars on sidings. Highway bridges across

the Androscoggin at Dixfield and Bethel were endangered.

A cement highway bridge over the Bear river at Newry was reported to have settled 18 inches due to weakening of the central pier. It was built in 1927.

## Danger of Floods Holds at Lewiston

Lewiston, Me., March 12.—(P.)—Conditions along the Androscoggin, in spite of its perfected system for storage, held more potential flood danger tonight than at any time since the flood of 1896 which swept away bridges, caused heavy damage all along the river.

That was the opinion of Paul L. Bean, agent of the Union Water Power Co. and the Androscoggin Reservoir Co., as he completed a check-up late today.

Mr. Bean said the hazard was due to possibility of a break-up in the ice fields. Ice is from two to three feet thick but may yield to the pressure of high water.

Rainfall here totaled 2.93 inches at 3 P. M.

Rumford reported 4.4 inches in 18 hours up to noon. Earlier readings from points near the headwaters showed precipitations varying from 0.58 inches at Errol, N. H., to 1.94 at Berlin, N. H., and 1.12 at Middle Dam in the Rangeley region.

In less than 24 hours the storm had added 14 billion cubic feet of water to the 46 already on the ground in the Androscoggin valley above Lewiston. Up river from Berlin the run-off was negligible, but





## ICE FIELD AND WRECKAGE OF MAINE CENTRAL BRIDGE

An airplane view of the bridge of the Maine Central railroad linking Brunswick to Topsham, Me., after it was wrecked by the ice pack in the Kennebec river. An eye-witness of the collapse said it appeared as though a giant hand had swept the structure from its foundation. In the background can be seen the seven carloads of ballast which had been placed on the 750-foot structure, part of the main line between Bangor and Portland. Officials said it may be next summer before the line can be reopened. This photo was taken from the air by Arthur Hansen, Herald staff photographer, a few minutes after the bridge went out.

Brunswick - Topsham, Me. March 15, 1916



A Brunswick-Topskone, Me. March 15, 1916



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BOSTON HERALD



LEWISTON

MAR. 12, 1936

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The Androscoggin river at Rumford tonight had a flow of 45,000 cubic feet a second. It is a rise of 2,000 an hour. The rapid rise was caused by ice jams between the point and the White Mountains.

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## South Bridge At Lewiston Washed Out

LEWISTON, March 20. (Special)—The center pier of the South Bridge between Lewiston and New Auburn, a pier of large granite blocks, was washed away early this afternoon and as the blocks dropped into the Androscoggin River the bridge sagged in the center. Fears are expressed that the sag may continue until the entire structure topples into the river.

## Ice Jam Forces Closing Auburn-Lewiston Spans

The two large bridges between Auburn and Lewiston were closed to traffic this afternoon for about four hours awaiting the moving downstream of a huge ice jam. A record flow of water was running over the falls.

Roads between the two cities were badly washed and the only train now running to Lewiston is that from Portland.



*A. B. Co., Me.*

*March 20, 1901*

## LEWISTON FEARS BREAK OF ICE PACK

LEWISTON, Me., March 19.—As the waters of the Androscoggin River set a new all-time high record of 110,000 cubic feet a second flowing over the Gulf Island Dam, Lewiston faced a serious threat tonight with an expansive ice jam seven miles up the river at Livermore holding the key to the entire situation.

Paul L. Bean, superintendent of the Union Water Power Company, foresaw considerable damage should the ice pack give way, as the two main bridges which connect Lewiston and Auburn would possibly be wiped out.

The threatening ice situation at Livermore was considerably aggravated by several tons of pulp wood which broke away at Rumford earlier in the day and is now held tight by the ice. The bridges spanning the river between here and Auburn were only three feet above water.

Almost every road from the city was impassable and travel between Lewiston and Auburn was restricted to a shuttle railroad train between the two communities.

*Lewiston*

## Thrilling Scene When Ice Jam Breaks on Little Androscoggin



This picture was taken by a Sun photographer just as the great ice jam in the Little Androscoggin near Minot Corner gave way. The great volume of water held back surged on with a roar, carrying huge chunks of ice and accumulated wreckage with sufficient force to sweep everything before it. Large elms were bent as though they were small willows. The cameraman said it was one of the most thrilling flood scenes he had ever witnessed.

LEWISTON - AUBURN - MAR. 20, 1936



A Brunswick, Me. ✓

March 21, 1936



Portland Press Herald

A group of boys at the foot of Mill Street at Brunswick salvaging pulp wood brought down by the flood waters of the Androscoggin River. Some of the paper companies paid three cents for each log. The foot bridge which was wrecked Friday is in the background.



Lewiston Journal

Men risked their lives on Maine rivers planting dynamite in effort to break ice jams. This picture taken at Brunswick Sunday, March 15.

## FEAR BREAK-UP OF BIG ICE JAM

Lewiston and Auburn  
Still in Grave Danger

Maine Cities Struggling With  
Refugee, Health Problems

Special Dispatch to the Globe

LEWISTON, Me., March 21—The Androscoggin River today has dropped 23 inches from its peak yesterday, but its flow and power has not diminished and tonight volumes of water greatly in excess of floods of other years are rushing over Lewiston Falls.

Whether or not Lewiston and Auburn, already sorely stricken, suffer further flood damage, depends on a huge ice jam caught in Gulf Island Pond, that is holding back thousands of cords of pulp wood, tons of ice and water.

A small building on Main st, at

the Lewiston end of the North Bridge, toppled into the river and tons of earth and part of a retaining wall along with it. State highway engineers declared the North Bridge safe today and traffic over it was resumed this forenoon. The Lewiston pumping station started operating late this afternoon as did the municipal electric plant, restoring city water and street lights.

Crews from the gas company are laying a new main across the Grand Trunk Railway Bridge, which is expected to be completed by morning and will restore the gas supply to Auburn.

The Main-st Bridge in Auburn was pronounced safe tonight.

The great problem now is caring for the flood sufferers. About 300 persons are being housed in the Lewiston Armory tonight, more than half of them children. They are being fed by the Lewiston Welfare Department. The Health Department began inoculations against typhoid fever this afternoon.

It is estimated that more than 400 persons along the Auburn river front are homeless tonight. These are being cared for in the Y. M. C. A., Auburn Hall, churches, and in private homes.

National Guardsmen are tonight patrolling streets in the flood-stricken areas in both cities, and city crews are endeavoring to clear up debris. A heavy downpour of rain has added to the distress today.

United States Senator Wallace H. White telephoned from Washington this afternoon offering aid.

Boston Sunday Globe.



# RIVER GRADUALLY DROPPING; TRAIN SERVICE RESUMED

## Homes in Flooded Areas Re-Occupied—Traffic into New Auburn Permitted—Ice Jam at Gulf Island Sole Threat Disturbing Lewiston-Auburn—Auburn Gets Gas Line—Water Service Near Normal

Further flood danger for the two cities apparently had passed, Sunday night. Remaining were worry, discomfort, the fear of disease. As the Androscoggin continued a gradual recession from Friday morning's peak, householders began moving back to homes in the flooded area and the community, generally, breathed easier.

### RIVER LEVEL DECREASED BY 4.19 FEET

Since 5 a.m., Friday the river here had fallen 4.19 feet. In the 22 hours preceding 10 p.m., Sunday, the drop was 0.69 feet. These measurements were taken at the Union Water Power Co. gate house. Below the falls the decrease seemed much greater.

### UTILITIES RAPIDLY INCREASING SERVICE

The Maine Central was operating through passenger and freight service. Practically all important highways were open. Gas service to Auburn was resumed and will be continued to New Auburn today. Lewiston's water supply was doubled by pumping.

### OPENED NORTH BRIDGE AS MATTER OF NECESSITY

The Sun learned on good authority, Sunday, necessity and not safety was the main consideration in opening the North bridge to traffic, Saturday. A State engineer was dispatched here by Governor Brann so that someone in a position of responsibility could say whether or not it was safe to open the State-maintained structure.

Shortly before, the Maine Central Railroad bridge had been opened but only after thorough inspection of the pier heads, truss work, etc. At the North bridge, when permission was given traffic to cross, the steel work was still partly under water, the pier heads were invisible. It was considered by the engineer the bridge was such an important artery it was necessary to open it. Furthermore, it was stated, the public was taking part of the responsibility in crossing.

### DECLARE SOUTH BRIDGE METAL BADLY RUSTED

At the same time The Sun was informed the South bridge, prior to the flood, was in a serious condition. Steel work was reported to be rusted to such a degree that it could be pierced easily by a blow from a hammer.

One span was lost, another partly lost. The latter settled an additional two feet, Sunday, it was estimated.

Debris gathered at both ends of the bridge and was cleared to free the way for ice, pulp wood, etc.

### FIND LITTLE ANDROSCOGGIN BRIDGE UNDAMAGED

Lewiston had its first fire in the flooded area, extinguished it without trouble.

Service from the Deer River power station has been resumed. Necessary traffic was permitted over the Little Androscoggin bridge which emerged unharmed. The city hoped to complete repairs on the New Auburn water main over night.

### HEALTH OFFICERS GIVE ADVICE TO HOUSEHOLDERS

Health regulations were set forth by authorities in both cities. No specific complaints of looting had been received, police reported. Many Auburn homes are still partly inundated.

### ICE JAM STILL CHIEF CONCERN FOR TWO CITIES

Chief Ashton has stationed an officer at the Union Water Power Co. His sole duty is to relay word to the chief when the ice jam starts over the Gulf Island dam. The North Bridge will be closed immediately.

The condition of the ice jam was the cities' main concern. At midnight it was still somewhat restless but could not be picked up by Gulf Island searchlights. It had been learned the pack was in two sections. Cakes of ice 30 to 40 feet square whirled over the dam and were dashed to pieces. These cakes, apparently from the field below the jam were porous.

At 12:35 a.m., first of the logs and pulp wood from the jam began coming over the Gulf Island dam. Police were notified, decided to keep a close watch on the North bridge. Observers also were posted at the M. C. R. R., Grand Trunk, and South bridges. The phone traffic continued heavy. General traffic to Rumford was still suspended. Other lines were open.

At 2:30 this morning the ice jam which had been coming through the dam at a rapid rate for more than an hour, was reported slackening, and was wedged around the island above the dam. At that time however, the river flow was reported rising again following a slight drop during the two hours preceding. Shortly after the ice and pulp wood began coming over the sluice way and through the gates at the dam, only an occasional log and small pieces of ice could be seen going under the North Bridge. The rising in the river was also noted by watchers at the bridge, but ice and logs were going under the bridge without difficulty, were not jamming up. The flow at Gulf Island dam was reported as 68,600 cubic feet per second. Crews with long pick poles were on guard at the North bridge, and also at the Maine Central railroad bridge to prevent, if possible, any jams at the bridges.

Lewiston Daily Sun

Lewiston - Auburn  
(Gulf Is. Dam)

March 23, 1936.

## Gulf Island Water Flows Backward, Covers Camps On Shores Wayne Lakes

Wayne, March 22—Damage which may eventually reach into thousands of dollars was caused late Friday night and Saturday when Androscoggin and Pocasset lakes were flooded over 25 feet when Gulf Island Dam flood waters backed up into Dead river.

The river, normally an outlet for Androscoggin Lake, flowed backward and then Androscoggin Lake flowed into Pocasset covering two dams between with several feet of water. The phenomena has never before been witnessed in this sec-

tion, said M. J. Roderick, local hotel owner, who has lived here for 60 years.

Today, Pocasset lowered six inches while Androscoggin Lake drooped two and a half feet, Mr. Roderick asserted.

Practically every lake shore cottage was flooded with water. In many instances, the cottages were obscured by water. Owners are fearful that when the ice goes out in the lake, the camps will be torn apart. Many will be lucky if they can even salvage the wood, it was said.

### Ice Jam Was Wedged In River Bend, Bridge On Top

The ice jam which shifted into the pond at Gulf Island dam, Sunday, was located about four miles up river Saturday, at which time it was wedged into a bend in the river, stationary.

Extending more than a mile in length, the jam however was not as high as had been expected. Resting on top were three spans of the bridge from Greene to North Turner which went out last week, along with a collection of debris, much pulpwood, logs, stumps, parts of buildings, and several small buildings, still fairly intact.

At that time a short length of open water was below the jam, and water could be heard working under the ice and around the jam.

When the ice and logs wedged in the bend, ice was pushed sideways, with the result that trees along the shores were flattened.

A solid field of ice reached from Gulf Island dam to open water below the jam, which seemed to be not only wedged into the bend, but also caught on two islands. The jam rose to a height of only about eight feet, but on top of this were the spans of the bridge, making it seem higher.

The area and weight of the jam in the Gulf Island pond were computed as accurately as possible on data obtained from voluntary observers on both sides of the river.

The jam appeared to be one and a half miles in length and three eighths of a mile in width, giving a total area of 15,581,600 square feet. With four feet of ice above the surface, the content would be in the neighborhood of 450,000,000 to 500,000,000 cubic feet. And the mass, it is estimated, would weight about ten million tons.

### At Wayne

Jack Perkins, Russell Swift and Charles Stewart went by canoe from the Mill pond, to the Lower pond to the big lake and back into the Mill pond without getting a sight of the various dams between these ponds.

Water is nearly to the top of the door of the public library.

The cottage of Lendall Lincoln

at Wayne village has tipped over into the water.

For a short time Friday the current was reversed with water flowing back into Muddy pond from the Main lake. The water was also flowing back from the Androscoggin river into Pequasset river Friday.

The floor of the fire house is covered with three feet of water.

Rev. J. E. Herrick and Homer Lincoln investigated the North Leeds shore of the Lake Friday and it is reported that an aged woman was rescued. This fact could not be verified.

The family of Eugene Rose at North Leeds were forced to move from their home.

Sam Jowett of Wayne moved everything to the second floor of his home but the piano and the electric stove. The water is three feet deep.

Cottages at Lincoln Point are filled to the eaves.

The Davis garage has tipped over into the water.

The first floor of the William Stetson house is covered by three feet of water. The family have moved out.

The house of Charles Gott is now on an island. It is reached by boat over water seven feet deep.

The boat house owned by O. S. Pettingill containing two boats has tipped over into the pond.

The Ed Healey boat house also tipped over but the boats were saved.

Water is over the back steps at the Wayne tennis court.

Lewiston Daily Sun



A Lewiston, Me. c

March 23, 1936

## New Jam Reported but No Danger--Man Beats Nature

A new ice floe with another span of the Turner-Centre-North Greens bridge was reported two miles upstream from Gulf Island at 3 o'clock this afternoon but no danger was expected from it.

The value of Gulf Island Dam as an important control instrument was demonstrated Monday morning.

When the first pulp wood jam hit the MCRB and North bridge, Paul L. Bean, agent of the Union Water Power Co. asked Gulf Island to hold back some of the flood.

Four gates were closed at about 10 o'clock; held there for two hours, opening again at noon.

This brought the river down from a 60,000 flow to a 44,000 flow, dropping the water level to a point of absolute safety as far as the bridges went.

The river dropped from 265.53 (peak) to 260.96 (low) today. This is feet above sea level and reveals a drop of 4.63-100 feet.

The high flow was 210,000 cubic feet a second over Gulf Island Friday morning at 4 a.m. to 60,000 at 2 o'clock this afternoon.

## Weather Records Kept Thruout Flood Period

In spite of the fact that the flood was keeping its chief, Paul L. Bean, busier than a one-armed paper hanger, and in spite of the further fact that its gate house was in constant danger of being smashed to pieces by the waters of the Androscoggin, the Union Water Power company managed to keep the official temperature record for the government without missing a single hourly reading, last week.

Monday afternoon, gate house employees were getting back to routine. Both the high and the low mark for the flood period were recorded Monday. The low was 34 degrees at 5 a.m. The high was 50 above at 3 o'clock in the afternoon.

Lewiston Standard Journal

## In Lewiston Area

Lewiston, Me., March 22—(P)—The ice jam which has caused chief concern to the two cities had moved within sight of Gulf Island Dam at 4 P. M. Union Water Power Company engineers using data obtained by voluntary observers, computed its mass in excess of ten million tons. It contained three spans of the steel bridge at North Turner, pulp wood, logs, trees, a house, cow and numerous hens.

The flow of traffic across the north bridge, only highway between this city and Auburn, was regulated today by movements of the jam. When it was dislodged this morning and moved downstream a mile in twenty minutes, the bridge was closed to all traffic. Its progress halted by a small island, ice and logs jammed again and the bridge was reopened.

Union Water Power Company officials were concerned over delivery to a retailer of four boxes of dynamite, learned they had been delivered to the Central Maine Power Company and stored at Gulf Island for use in the event of a jam at the dam which could not be moved without the use of explosives.

With continued rain up river, total precipitation for Saturday rose to about two inches. Lewiston's figure to 9 A. M. Sunday was 1.76 inches. At Berlin, this afternoon, snow and freezing temperature were reported. It was snowing at Pontoocook, N. H., site of a Union Water Power Company dam.

Three telephone lines replaced emergency telegraph service at New Auburn, and necessary traffic also was permitted over the Little Androscoggin bridge between Auburn and New Auburn.

The new concrete bridge spanning the Little Androscoggin at Oakdale on the main Portland highway emerged intact. Under water at two separate stages of the flood, it had been reported cracked and moved from its site.

Maine Central trains continued operation in both directions and, as clearance under bridge girders increased, it was felt there was ample room for movement of the jam.

National Guard troops continued on duty in the two cities. Traffic toward Brunswick was halted at Topsham; toward Gardiner to West Gardiner. Mechanic Falls traffic was detoured through Poland and Welchville. The road to Farmington is open. There are two routes out of Auburn connecting with the main Portland highway.

Lewiston had its first fire in the flood area Sunday morning. Summoned by a box alarm, firemen made short work of a smoky fire at the Juliette Dumont restaurant at 131 Lincoln Street. Police arrested Jacques, a painter who had been employed to redecorate the interior, on an intoxication charge. They said they found Jacques with more paint on his exterior than any other surface.

## ICE JAM MENACE

### Lewiston and Auburn Officials Fear Further Damage If It Hits Gulf Island Dam

LEWISTON, Me., March 22—Dropping temperature and no rain tonight lessened the danger of the menacing ice jam above Gulf Island dam, threatening this vicinity the last three days. The Androscoggin River had dropped here several feet, allowing a two- and one-half foot clearance under the North bridge, main artery between Lewiston and Auburn. Water power officials said if the ice continued coming down river gradually there would be no danger to the bridge.

A third of the jam above Gulf Island broke away this forenoon and was again caught at Babbitt Island, a mile and a half above the dam. A few large cakes floated down with some logs from the mass back of the long jam. Flood lights were being played on the jam tonight and an effort will be made to keep the flow gradual by dynamiting if the ice again starts down river.

While no accurate figures can be obtained on the number of refugees driven from their homes in the stricken areas of Lewiston and Auburn, there are thought to be less than 1000. All are being cared for in both cities by relief agencies.

New Auburn, wiped out in the \$2,000,000 fire of 1933, was again hard hit by the flood, with 88 families driven from their homes Friday, and 14 stores flooded. New Auburn was isolated several hours. Communication was first established by Boy Scouts using the wigwag system.

### Mayor Marooned

Mayor Ernest E. Ester, the gate-tender, marooned in his home ward in New Auburn, took charge of the situation early Friday. He arranged for food to be served to 160 isolated citizens in a club hall. Police and county officials were also marooned and assisted in aiding the homeless.

Trucks were backed to the bridge connecting Auburn with New Auburn, and supplies were carried over the shaky and flooded structure.

Gas company workmen got lines into Auburn today, but could not promise how long they would last.

Daily Kennebec Journal

Boston Post



maine (general)

March 23, 1936

## LOG, ICE JAMS PERIL IN MAINE

### Dam and Two Bridges Washed Out in Lewiston

PORTLAND, Me., March 23 (AP).—Looting of evacuated homes of flood victims was reported today to Waterville civil and military authorities.

The advance of 600,000 cords of pulpwood down the Androscoggin river, vanguard of an ice-jam several miles long, imperiled Brunswick, Me., today, after it passed safely between Lewiston and Auburn at 10:30 A. M. There is still a 30-mile stretch before the menace reaches Brunswick, where the highway bridge is already damaged.

This new danger appeared even as communities in which several thousand are already homeless looked to the colder and clearer weather as a promise of the retreat of turbulent flood waters.

The Androscoggin is holding a steady level. The Kennebec dropped six inches from 6 A. M. to 11 o'clock.

Early this morning the Otis dam of the International Paper Company at Livermore Falls, 33 miles up the river from Lewiston, crumbled into the swirling river, and now two small bridges at Lewiston are undermined.

Authorities conjectured that the slightest possible effect of the new menace would be re-closing of highways.

Report came at 2:30 o'clock that a bridge, resting on an ice-cake, was two miles above Gulf Island dam and due to float into Lewiston late this afternoon.

Highway authorities estimate that the Maine flood areas have already lost 91 bridges and several millions of dollars in highways. The loss will rise during the next month, they predict, and they urge only those with important business to attempt to use Maine roads.

The Maine Central railroad lost three bridges, at Rumford, Oldtown and Brunswick.

All trunk lines for auto traffic are now passable except that to Fryeburg, and all passenger lines of the Maine Central are operating except the Farmington and Rumford stretch.

The Red Cross is feeding 1000 families.

Five companies of the national guard were in command of the city of Lewiston today, and flood victims were still being rounded up and jabbed with typhus serum by exhausted doctors. To a thousand refugees the national guard armory was home. There, American Legionnaires, Girl Scouts, Boy Scouts and citizens' committees doled out food.

A food shortage was no longer feared, and utilities were once more in commission. Drinking water was still polluted and citizens were boiling water 20 minutes before using.

The Saco river was one foot lower than yesterday. The upper bridge on the Portland-Boston road was awash below an ice and lumber jam and limited traffic was crawling over the lower bridge. There are now 4000 homeless in Saco and Biddeford, cities with total combined population of about 30,000. The entire Saco area is receiving water from tank trucks brought from Portland.

#### BINGHAM UNDER WATER

The entire town of Bingham remained two to four feet under water from the Kennebec today. The Skowhegan main highway was under four feet of water.

Phones are out of order throughout Saco.

Five thousand are out of work in Saco and Biddeford where the Pepperell and York companies, clothing manufacturers, and the Saco-Lowell company, mill machinery manufacturers, have been compelled to close.

At Thompson the Pejepscot paper mills will be closed at least a week, throwing 500 men out of work. At Rumford on the Androscoggin, water is receding and the Oxford Paper Company is striving to resume operations sufficiently rapidly to put its full quota on within 24 hours. This firm suffered a \$100,000 loss.

The Cumberland Power & Light Co. in Portland reports a \$100,000 loss.

At Brunswick, schools remain

closed and water shortage is causing considerable suffering. The Cabot Manufacturing Co. reports it will be unable to resume operation for nearly three weeks.

Water has fallen off a foot at Brunswick, 30 miles below Lewiston, and one-way traffic was operating on the highway bridge connecting Augusta and Portland through Brunswick. The Penobscot at Bangor has receded slightly and it is hoped that the cold will hold

back the northern lakes which have given residents of the region greatest alarm.

A warning to vessels along the New England coast has been issued by the United States hydrographic office. It reads:

"Flotsam in the form of pulpwood, including some large logs, presumably from the Kennebec river, reported in the vicinity of Portland lightship. Considered menace to navigation."

Boston Traveler

Maine (General)

Mar. 23, 1956

## AREAS IN MAINE STILL IN PERIL

Saco, Penobscot and Androscoggin Rivers Inundate Towns

### ICE JAM THREATENS LEWISTON BRIDGE

[By a Staff Correspondent of The Herald]

PORTLAND, Me., March 22—Flood waters of the Saco, Penobscot and Androscoggin rivers maintained their threats to Maine cities and towns tonight, with several sections in peril of destruction by ice jams.

In the Lewiston-Auburn sector an immense ice jam, estimated at millions of tons, threatened to destroy the North bridge between the cities if it should let loose.

At Hiram and East Hiram the Saco river was surging through streets to a depth of 10 feet. The towns were without telephone communication and it was feared nearly a score of homes would be carried away.

#### WATER CUT OFF

The river had receded little at Conway, N. H., and the town's water supply was cut off. There was no telephone communication with Bartlett, N. H.

Biddeford and Saco, twin cities at the mouth of the river, was in a dangerous state and telephone service to Portland was discontinued from there. Gov. Brann visited Biddeford on his way to Washington to seek relief funds.

Water reached to the eaves of houses in West Buxton and scores of trucks were rushing stone to close the broken dikes on the Buxton side of the Saco. On the Hollis side of the river one floating house was set on fire so it would not crash into others in its path.

A cashier of the Buxton branch of the Casco Bank and Trust Co., marooned in Hollis, telephoned to have locks on the bank cut away and papers, money and valuables re-

moved. The water was three feet deep on the floor of the bank.

Water flowed six feet deep on streets of Bar Mills and fear was felt that the Salmon Falls bridge, down river, might give away. But one telephone was in operation.

At the town of Oxford hundreds of men stood in the water and broke an ice jam as it approached the dam at the foot of Lake Thompson. The danger passed.

Boston Herald

## Looting Alarms Waterville; Brann Seeking Flood Funds

## Lewiston Jam Plunges Past Cities Harmlessly

### Biddeford - Saco Situation Remains Grave But Bridge Is Reopened To Traffic; State Speeds Relief Work

**ONE DISCORDANT NOTE** marred the symphony of Maine's mighty effort to relieve suffering in its flood-wracked cities and towns today as Waterville civil and military authorities were advised of the looting of evacuated homes of flood victims.

Police and National Guardsmen increased the vigilance of their patrols in the Waterville flood sector immediately.

#### Brann Seeks Millions

Meanwhile, in Washington, Governor Louis J. Brann conferred with the State's congressional delegation, having announced he would seek \$10,000,000 in Federal funds for reconstruction and relief work in Maine.

The Governor has estimated damage wrought by last week's raging rivers at more than \$25,000,000.

All over Maine today, State, county and municipal officers worked with the Red Cross, the WPA, ERA, CCC and other Federal agencies and local patriotic, religious and service organizations to alleviate the sufferings of 10,000 citizens homeless as a result of the long flood siege.

Temporary new anxiety at Lewiston-Auburn subsided this forenoon as a huge ice jam, loaded with pulpwood and heavier logs, roared past Gulf Island Dam and appeared to threaten the Maine Central Railroad bridge—sole remaining rail link between Portland and central and eastern counties—and the intercity vehicular bridge and the Grand Trunk Railway branch span just below.

The logs and ice slid beneath all three spans harmlessly, however, and rivermen believed the last serious threat to the lower valley was past.

Although the Saco River level had receded one foot overnight, the situation at Biddeford and Saco continued grave today.

Fifteen hundred persons, driven from their homes, were housed and fed in municipal buildings, American Legion post homes and County institutions. Greater Portland, Sanford and other nearby communities rushed drinking water, food, supplies and relief workers into the stricken area.

Anxiety was felt today for the Spring Island Bridge between Saco and Biddeford when two spans of the collapsed Somesville Bridge and more than 150,000 feet of lumber, washed away from Diamond Match Company and John G. Deering Company yards, jammed against the structure on the Saco side. The tremendous pressure threatened the span's stability.

Portland Evening Express



Maine (General)

March 23, 1936

Approximately 5,000 persons were out of work because power trouble forced three big mills—the York Manufacturing Company, the Pepperell Mills and the Saco-Lowell Shops—to remain idle.

Inter-city telephone communication was cut off when water seeped into a submarine cable carrying 600 pairs of wires. The first line reestablished was made immediately available to police and fire departments of the two communities.

The Biddeford-Saco Main Street bridge was reopened to traffic today after withstanding a heavy bombardment by high water, ice, logs and debris for days.

Mills along all the recently flooded valleys speeded the long task of cleaning up silt-clogged machinery and work-rooms as the waters receded.

Biddeford's huge Pepperell Mill hoped for sufficient electricity to permit reopening Tuesday. The Piscataquis Woolen Company at Guilford expected to resume production Tuesday.

Rumford, apparently hardest hit of all the Androscoggin Valley communities, worked steadily at reclamation tasks with civil authorities in charge.

Five hundred Rumford flood victims remained within the shelter of municipal buildings and churches. Dwellings not entirely destroyed will require weeks to rehabilitate. Downstream on the Androscoggin,

Lewiston - Auburn, doggedly went ahead with the task of cleaning up areas inundated by the high water of last week-end. Infantry troops remained on guard in the flooded sections throughout the day.

At Durham, Coast Guardsmen from Cape Elizabeth manned a Lisle gun, shot a telephone line across the Androscoggin to Lisbon Falls.

#### Traffic Resumes

Brunswick and Topsham saw traffic resumed once more across the concrete bridge at that point. National Guardsmen operated an emergency telephone line between the two towns.

From Arcoostook County today came reports of the first genuine flood threat in that area, as rivers suddenly surged to fresher pitch at numerous points.

Railroad lines were inundated in several sections of the great eastern county. Families in Van Buren and Masardis were forced to evacuate homes, many of which were wrecked.

On the Penobscot, although the broad stream was steadily receding today, more than 100 families in Bradley and Costigan, forced out of their homes by the second high-water crest of last week-end, awaited further abatement of flood levels.

At Bangor the river was down five inches overnight, pitching across the Water Works dam today at 11 feet. The record pitch, recorded Saturday night, was 11 feet, 10 inches.

Bangor's business district along the Kenduskeag Stream was flooded again this forenoon as high tide forced a backwash to within a scant two feet of the new Route One bridge at Union Station and flooded basements of business blocks along portions of seven streets. This time Bangor was prepared, however, and little new damage resulted.

#### West Enfield Dam Holds

The West Enfield Dam of the Bangor Hydro-Electric Company, erroneously reported as weakening recently, held firm throughout the peak of the flood. Today, water which had been flowing around one end of the barrier, had stopped as the flood level receded.

Up to this noon, although the threat of disease has been admittedly serious along every flooded valley, but one case of typhoid had been reported to the State Health Department.

Health officials believed prompt measures and a general willingness of Maine citizens to receive inoculation, had been largely responsible for the non-appearance of epidemic. Quantities of typhoid serum have

been received daily by airplane from New York and Boston and distributed to health officers throughout the State, the department said.

Definite improvement in the flood situation at West Buxton and other upstream points on the Saco River was reported today.

The river still raged throughout the length of its valley at dangerously high pitch, however. But everywhere it was apparent the worst of the damage had been done—unless some new unexpected development sends the flood level up again.

The pathos of the flood havoc was evident all along the debris-littered coast of Maine today, particularly along the shore from Small Point—mouth of the combined Kennebec and Androscoggin Rivers and their networks of tributaries—southwest to Casco Bay and Portland.

#### Debris Lines Coast

Broken sections of bridges, shattered cottages and shanties, hundreds of thousand of feet of splintered pulpwood and logs, finished timber, and bodies of drowned wild animals and livestock, were hurled against island shores by mud-colored ocean tides.

The body of a big deer—drowned somewhere upstream in the flooded woodlands of the Kennebec or Androscoggin watersheds—washed ashore on Sunday's high tide at Long Island and was buried by Health Department order.

Fishing craft out of Portland navigated cautiously through floating acres of battering pulp logs and were menaced by half-submerged larger timbers.

Even today, though the rivers were subsiding at last, swollen torrents continued pouring the wealth of the State eastward into the sea.

Portland Evening Express

# Ice and Pulp Logs Attack North Bridge as Jam Rushes to Sea



At North bridge, Lewiston and, at 2 o'clock this morning when the ice and pulp wood jam had been racing down river for half an hour. Had this jam broke loose when the bridge was awash Saturday it probably would have carried the bridge out, engineers say.

A

Lewiston-Auburn, Maine

March 25, 1936

## ICE JAM MENACE

### Lewiston and Auburn Officials Fear Further Damage If It Hits Gulf Island Dam

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### Mayor Marooned

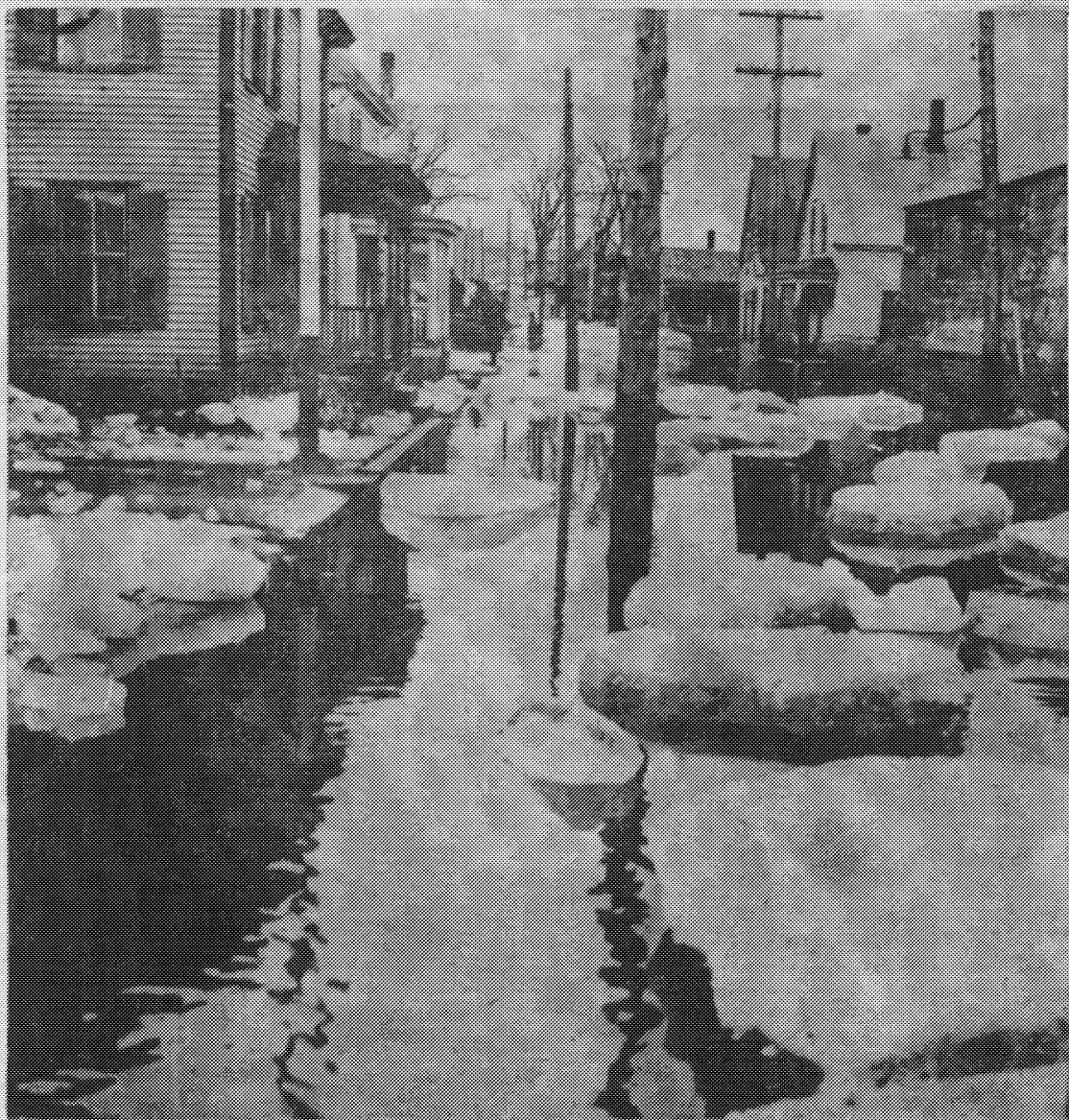
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Boston Post



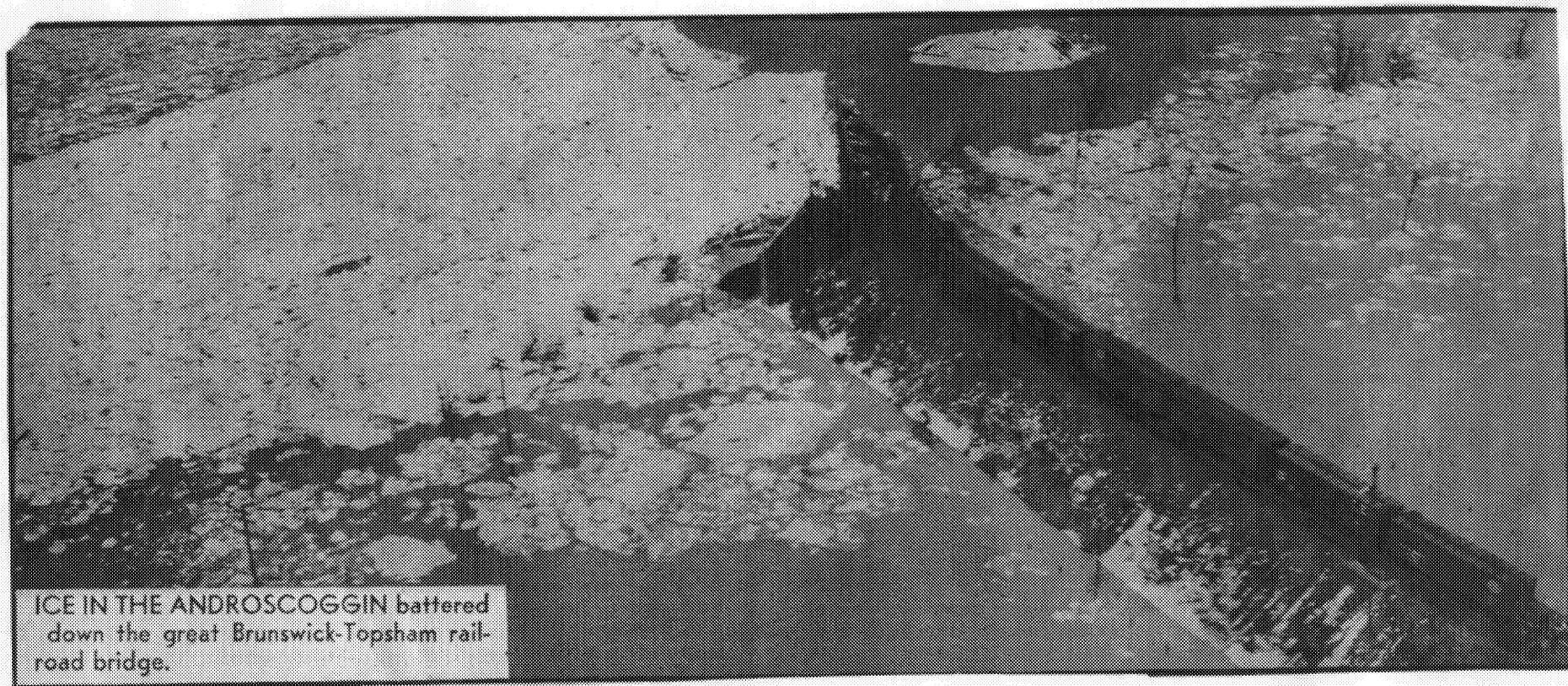


TOPSHAM, ME.—Ice cakes floated down Water street here, blocking highway traffic and causing Androscoggin River overflowed.

WORCESTER TELEGRAM AND GAZETTE FLOOD PICTURES 3/28/36

7  
BRUNSWICK - TOPSHAM, MAINE

MARCH 28, 1936.



ICE IN THE ANDROSCOGGIN battered down the great Brunswick-Topsham railroad bridge.

BOSTON GLOBE  
1936 FLOOD SOUVENIR

## Flooded Gilbertville Bridge



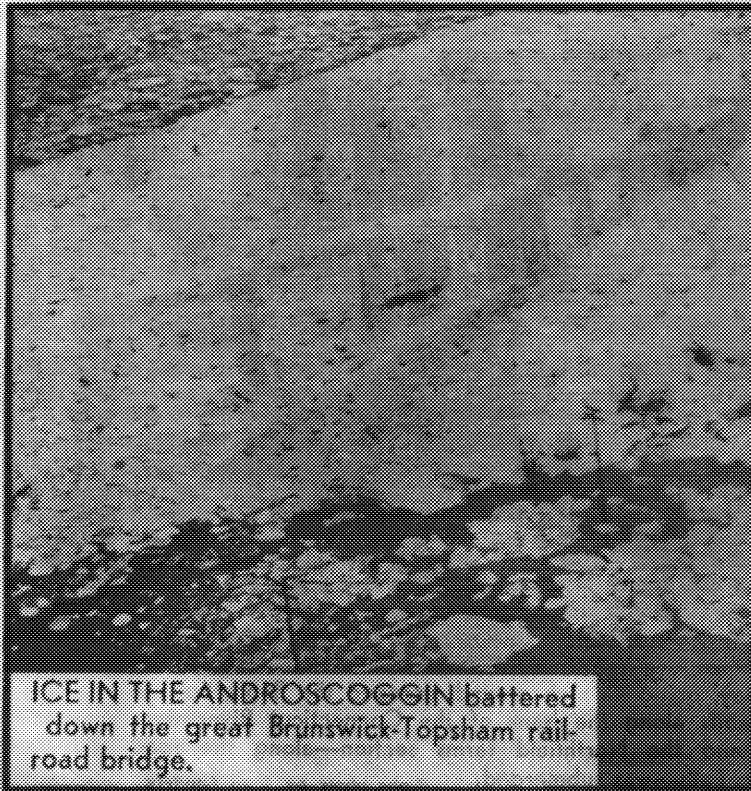
The flooded village of Gilbertville in the town of Canton as seen from the air. The railroad station is the building in the center in front of the cluster of pines while the two-span bridge with its approaches flooded shows the limits usually occupied by the river. An ice jam is caught back of the bridge. The picture was taken looking toward the village of Canton.

MAINE FLOOD DISASTER

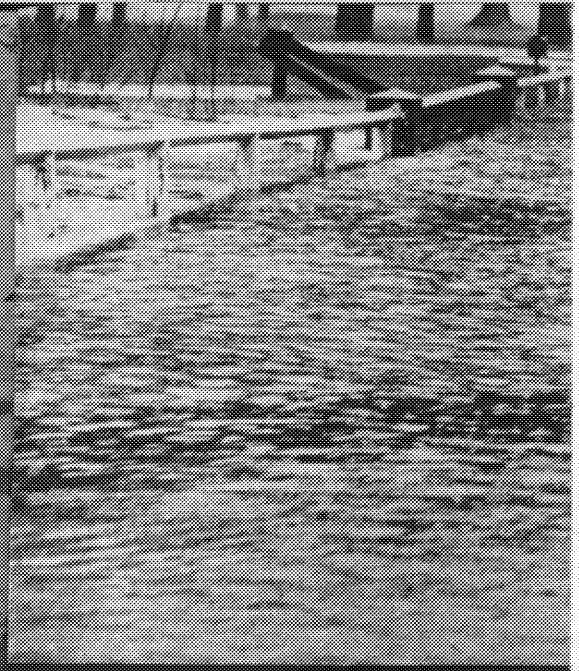
PICTORIAL REVIEW

Published by Gannett Pub. Co.





ICE IN THE ANDROSCOGGIN battered  
down the great Brunswick-Topsham rail-  
road bridge.



THIS STREET IN NORTHFIELD, ME  
that the bus stalled just after it pa  
what is usually a tiny brook.  
Northfield's famous elm-shaded M

# Over Quarter Million Dollar Loss Caused by New Hampshire Floods As Rising Waters Threat Lessens

Plymouth, whose 2,300 inhabitants remained completely cut off from the outside world, also cared for 25 passengers and 13 railroad employees, rescued early last night from a passenger train marooned in rising waters on the Boston and Maine railroad tracks a mile south of the town.

## Bridge Wiped Out

A 100-foot steel bridge in Bartlett, on the Crawford Notch road, was swept downstream last night, highway department officials reported today, with a loss of \$25,000.

The entire north section of the state remained unapproachable from the south today. Highway traffic was impossible north of Franklin, except by way of Lacombe, and then only as far as Ashland.

On the eastside of the state, all principal highways were blocked by inundated areas of road bed, at all points north of Sanbornville.

Along the Connecticut river valley, in the west, traffic could not go northward beyond Newport.

## Damage \$250,000

J. Harold Johnson, assistant state highway commissioner, said today, that while his engineers would be unable to estimate the full extent of the flood damage, preliminary reports indicated that repairs to roads and bridges would cost his department \$150,000 or more. Towns and cities in flood area, he said, would suffer damages to secondary roads and spans.

(Continued on Page Ten)

## As Raging Contoocook Closed Mill And Flour Plant



Part of a serious ice jam, at the mouth of the raging Contoocook river at Penacook, which forced the closing of the Harris-Emery mill and the Stratton Flour company plant, is shown near the mill and the flour plant.

Large Sections Isolated as Banks Overflow; Seven Flood Deaths Reported, Two in This State

Bartlett Steel Span Crushed During Night

Northern Area Cut Off As Roads Impassable; Bristol Dam Power Station Halted for Time; Keene Area Hard Hit

The flood menace lessened in all sections of the state, except in the Merrimack river valley from Concord south, as cold weather set in, and state officials estimated the damage toll in excess of \$250,000.

Large sections remained isolated by the flood waters, however, and at Plymouth, 100 families were being taken care of after being rescued from their homes in rowboats last night.

Up to noon today, seven flood deaths were reported by the Associated Press. The victims included two New Hampshire men; Eugene Hill, 60, of Bartlett, crushed to death by falling ice and snow which buried two houses, and a Manchester power dam worker who was swept into the Merrimack river from the flashboards.

Photo Kimball Studio—Monitor

CONCORD, N. H.

MAR. 13, 1936

CONCORD DAILY MONITOR



## LARGE SECTION OF STATE IS ISOLATED

(Continued from Page One)

of more than \$100,000.

Highway officials in the White Mountain region reported this morning that the flood-swollen streams were receding. They said that they anticipated "considerable" damage to bridge abutments, and culverts, which will be revealed only when the raging torrents recede.

### Dam Idle

The Bristol power dam, one of the largest power producing centers in the state, went out of commission last night, and left Plymouth and several other adjacent communities in darkness throughout last night. This morning, power was again furnished.

Both Franconia Notch and Crawford Notch were still impassable today, but Pinkham Notch had been reopened. All highways approaching Pinkham, however, were under wa-

## Franklin Dam Safe In Spite of Rumors

The Monitor office and police station received more than 100 telephone calls today asking "is it true that the Franklin dam has gone out."

Franklin police said that there was no danger of its being carried away by the flooded Pemigewasset river.

An Associated Press reporter flew over the New Hampshire flood area today by airplane from Boston; he reported several automobiles and trucks stranded on highways through the state. At Manchester, he said, the airport "appeared" submerged, and the Merrimack river was choked with ice between Manchester and this city, for several miles.

## River Threatens Roads, Bridges in Bradford

BRADFORD, March 13—Two days of a heavy, steady rain assisted by the rapidly dissolving snow and ice which filled the West Branch of the Warner river to overflowing, threatened to wash out every bridge and a large portion of the highway in the west section of the town on the highway beyond the fairgrounds.

In many places large cakes of ice had collected, forming a natural dam which caused the flood waters to flow over the meadow and interval land in that section. The water in many places was higher than the highway but the large banks of snow along the road acted as a barrier to prevent the flood waters from flowing over the road.

Road Agent Forrest Craig, with a crew of 30 men have been working for two days without letup in this section, reinforcing bridges and highways with sandbags and gravel and at the first sign of danger will notify every family in the flooded area to vacate their homes.

## Flood Threat In White Mts. Is Seen Less

### No Members of CCC Camps Lost Or Injured, Says Spinney

The danger of a major flood disaster in the White Mountain National forest had passed this morning, according to radio reports received from 11 CCC camps in the area and reported from Laconia by Assistant Forest Supervisor George E. Spinney.

Mr. Spinney said these reports indicated no members of the camps had been lost and that there had been no major property loss in any of the government camps.

Property damage throughout the forest was announced as consisting of numerous highway washouts caused by frozen culverts and inundation of CCC equipment stored in the camps.

### Camps Flooded

No losses of barracks or dams or extensive damage to major recreation improvements was reported although buildings at several of the camps were flooded.

Arrangements for reoccupying the Saco river camp near Bartlett, which was evacuated last night as a precautionary measure before the flood reached its height, are now being made since flood water in the Bartlett area has subsided and the crisis there has passed.

Company 1101, transferred yesterday morning from Campton to a nearby unoccupied C. C. C. camp in the vicinity of Thornton, will remain, Mr. Spinney reported, at Thornton as arrangements had been previously made to move this company there for spring operations. There are approximately 200 men in the camp.

### Flood Control

With an eye to the future, Mr. Spinney explained, high water marks in various sections of the White Mountain National forest have been noted to serve as a basis for proposed flood control operations.

CCC enrollees throughout the forest were today engaged in salvaging property and making passage roads which had been blocked by ice and washouts during the height of the flood.

Further insuring the forest area against a disaster, colder and fairer weather settled in and was reported to have noticeably retarded the run-off of melted snow and rain. This change brought more favorable conditions for repair work on damaged roads in the national forest, which are now being rapidly reopened for public travel. They had been impassable since yesterday morning.

ter too deep for traffic, state highway officials said.

At West Claremont, a small highway bridge was washed away during last night, it was said. At Cornish, the Windsor toll bridge, newly purchased by New Hampshire, was threatened by ice jams, but at noon, it was said, the danger had lessened. The water was within a few inches of the floor level of the old, wooden structure, it was reported, and bridge employees had tied the structure, which spans the Connecticut river.

### Under Water

Highways still under water in the southern section of New Hampshire included the following: Barrington to Rochester, Suncook to Epsom, Hinsdale to Winchester and Franklin to Bristol.

In the meanwhile, four national agencies had offered emergency aid to New Hampshire citizens. The National Red Cross rushed George A. Meyers, of its Washington disaster relief department, to Concord. Army engineers, and the CCC also reported its facilities, including man-power, ready to lend aid. Yesterday, the WPA offered money and men to state and local authorities, to fight the flood waters.

Assistant Commissioner Johnson reported "at least" 150 secondary washouts on state-controlled highways in the mountain region.

As temperatures fell, Keene reported flood damage in that area alone totalling \$29,000. Officials said that it would take two days, or more, to clear 12 to 15 feet of ice on the Boston route, for one-lane traffic.

### Save Family

Mr. Spinney collected how yesterday at Glen, on the west side road between Bartlett and North Conway, high runs along the Saco river, CCC men had rescued a Hill family of approximately six persons, related to the Eugene Hill who perished yesterday in a slide of snow off Humphrey Lodge.

In charge of Forest Ranger James H. Versey and Junior Forester Paul Morten, the men reached and took to safety the family which for a time was threatened with being carried away by the rising Saco river.

Following this rescue, Mr. Spinney reported, the men proceeded farther down the river to where two houses had been ruined by the slide from the ledge. At the first they saved a woman who had been seriously injured by the fall of snow and at the second dug out the body of Mr. Hill.



## Ice Breaks Up, Starts Out of Merrimack Here



Water and huge ice cakes are going over the Amoskeag dam in increasing proportions today and fear is felt that much damage may result in the event that the ice along the entire Merrimack river should break up at once. At noon the water was six and half feet above the dam and rising steadily. The ice broke up about a quarter of a mile north of the dam this morning and began to go over the falls. Should the rest of the ice suddenly break up and be carried down over the dam in large quantities there would be grave danger to the bridges across the river.

MANCHESTER

MANCHESTER LEADER

MAR 13, 1936

## Huge Ice Floes Add To Menace Of Rising Merrimack



Photo Kimball Studio—Monitor Staff

This photo, taken shortly before noon today, shows the huge chunks of ice flowing down over Sewell's falls dam, in West Concord, which added to the menace of the rising Merrimack river, which threatened to reach the November, 1927 flood proportions by tonight.

# Dynamite Saves Nashua Area

Boston Globe

3-14-36

## Alarm Given at Haverhill as Folk at Lowell Flee

Other flood pictures and  
news on Pages 12, 13 and 22.

Roaring waters of the Merrimac, backing into Manchester, N. H., as the torrent dashed against a mountainous dam of ice at Litchfield, N. H., were suddenly loosed last night as the ice jam broke and the waters were sent hurtling with their tons of destruction down upon the cities of Nashua, Lowell, Lawrence and Haverhill.

Just as Manchester officials were preparing to dynamite the dam of ice and save Manchester from further damage by the backing of the river, the floe gave way.

Word had been sent ahead to the cities downstream to be on the watch, as a blast of dynamite was to be discharged in the ice jam but before the action could be taken the raging Merrimac smashed through the ice and rushed upon the cities below.

### 200 Residents Flee

At Nashua, where city officials were faced with the same problem, a dynamite blast was set off in a jam at 9 o'clock and word was sent ahead to Lowell to expect the full force of the resultant flood water and ice about midnight.

Huge cakes of ice—some three feet thick and weighing tons—were sent crunching and crashing along the banks as the river suddenly rose several feet after the break-up. Cottages and houses along the banks at Methuen were tumbled into the torrent and washed away, with occupants barely escaping with their lives.

Two hundred residents of the Rosemont section of Lowell were quickly ordered from their homes as the great mass of ice swept over river banks and floods—roaring so that they could be heard a half-mile away—pounded in among their homes. Bridges were washed along in the flow. Some were twisted from the banks. Smaller spans went crashing down into the river to be splintered among the floes and jumbled cakes.

Boston Globe



T/O

Mitke

M  
Merrimack R. (Jewell)

March 11, 1936

### Alarm Given at Haverhill

Before midnight at Lowell, the water was flowing 10 feet over the capstone of the Pawtucket Dam and cakes of ice, two and three feet thick, were smashing into the underpinnings of the bridges. Earlier in the day, a loosened flow on Miller's River at Athol had given evidence of the force that was threatening the mill towns of the Merrimac. A four-story corner of the brick construction of Starrett Company plant at Athol was wiped off with one crash, scattering 40 employees.

Similar destruction threatened the mills and buildings along the Merrimac. Fears of what might happen in Holyoke halted dynamiting of the huge ice dam at Mt Tom Junction in the Connecticut River, where the river backed up six miles, forcing refugees to flee to the State Armory on high ground, where cots were provided by the National Guard.

Down below in Haverhill at 10:25 the flood alarm was sounded as the great mass of jumbled ice and torrents of water swept down to the sea, snatching at small buildings on the banks, finging from walls the wooden spans of footbridges and twisting rails from roadbeds.

Early in the evening the steel suspension footbridge at the Vesper Country Club in Tyngsboro was swept away.

### Lowell Area Hit Hardest

Police closed the Moody st bridge in Lowell to traffic as well as the Pawtucket Boulevard and Pawtucket st, on opposite sides of the river. Mayor Dewey G. Archambault ordered police and firemen to keep persons away from the banks in the Rosemont sections and the boulevards as the water rose to almost two feet depth running through these thoroughfares.

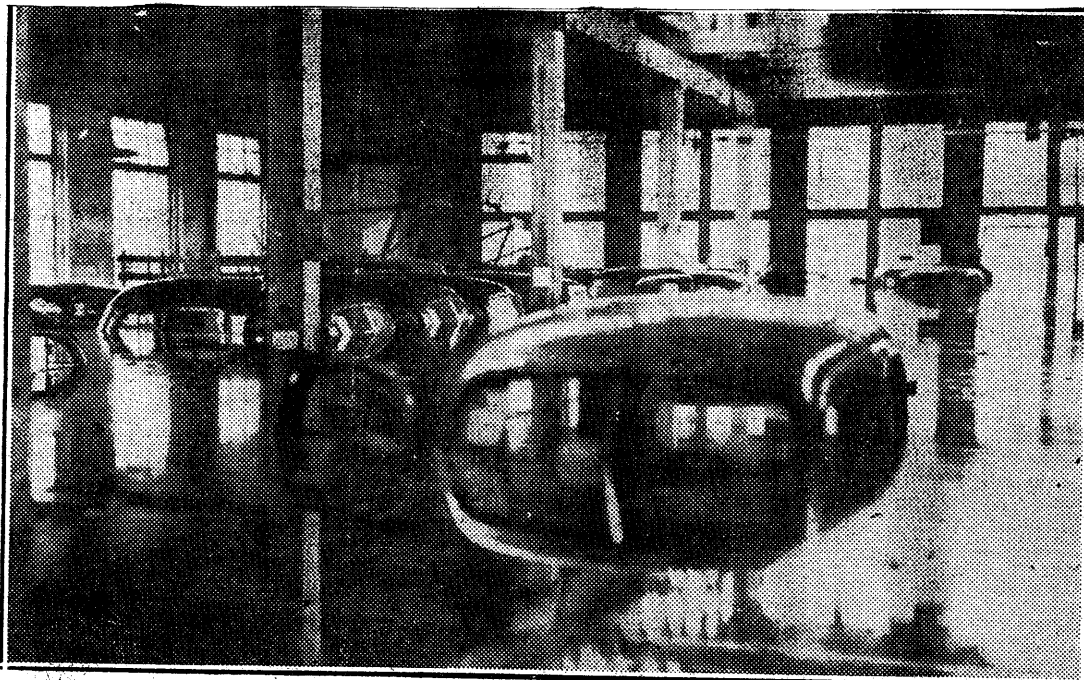
A week-old baby had to be taken from one home in the Rosemont section, the infant baby of Mrs. Francois Gagnon. Police with an ambulance took mother and child from the home, to her father's residence on Moody st. Boats were used by firemen and police rescuing residents of the Rosemont section.

Flood conditions in Lowell were worse than in 1927, due principally to the dynamiting of the ice jams up river. Power houses of industrial plants were flooded. Officials at locks and canals sent out a warning to industrial plants that power would be crippled Saturday and probably some time thereafter.

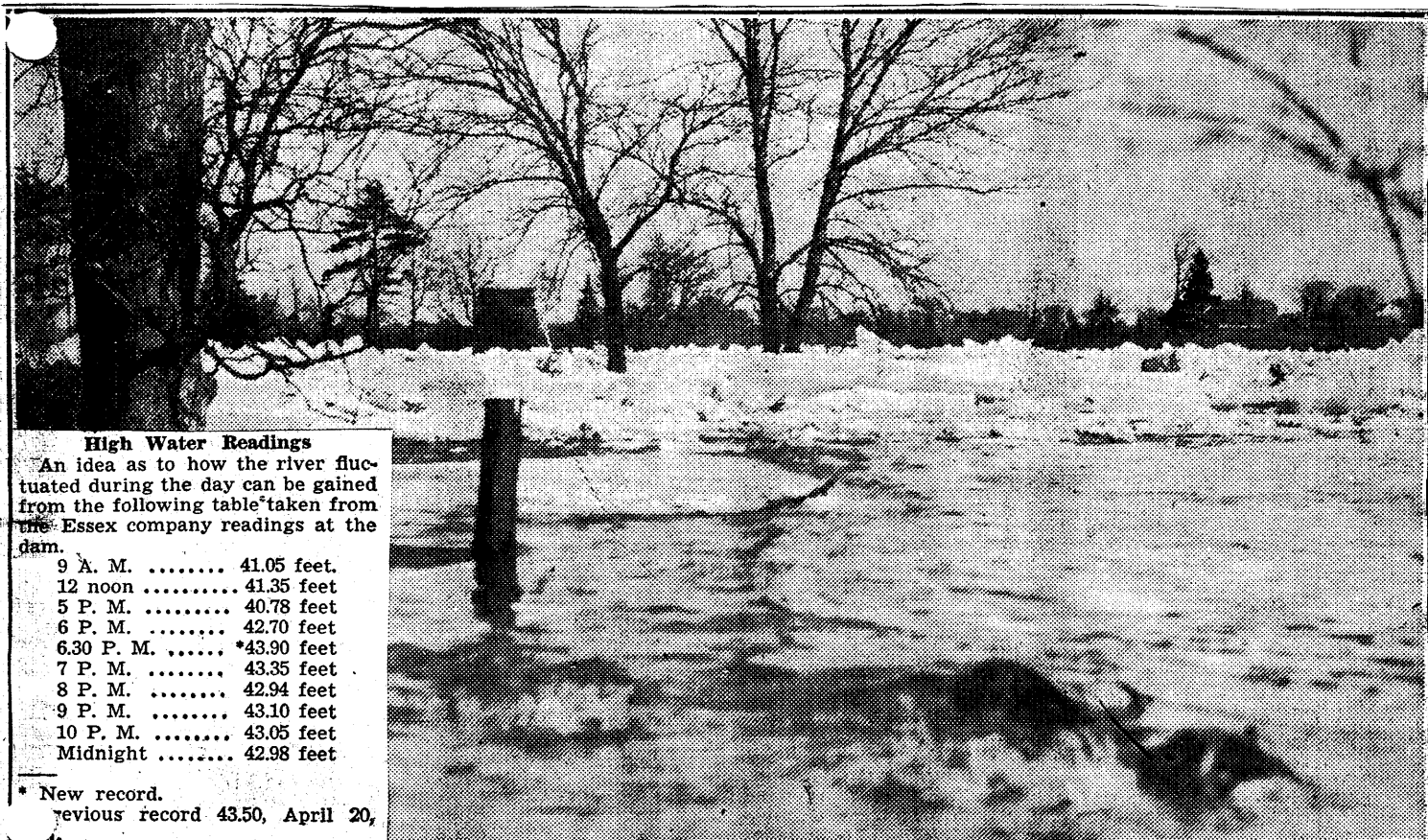
An immediate recession of the flood was expected after the ice jams had moved down river unless further damming should occur at bridges. Officials were ready to dynamite all along the Merrimac's course to the sea to open the flow.

Boston Globe

M North Andover - Methuen, Mass. March 14-1936.



New automobile submerged almost to the roofs trapped by flood waters in one of the old Brightwood Mill buildings, North Andover. The cars and several trucks had been stored there by the Smith Motor company. Entrance to the building could be gained only through a small doorway. Hip boots had to be donned to take this picture. (Staff photo)



#### High Water Readings

An idea as to how the river fluctuated during the day can be gained from the following table\* taken from the Essex company readings at the dam.

9 A. M. ....	41.05 feet.
12 noon .....	41.35 feet
5 P. M. ....	40.78 feet
6 P. M. ....	42.70 feet
6.30 P. M. ....	*43.90 feet
7 P. M. ....	43.35 feet
8 P. M. ....	42.94 feet
9 P. M. ....	43.10 feet
10 P. M. ....	43.05 feet
Midnight .....	42.98 feet

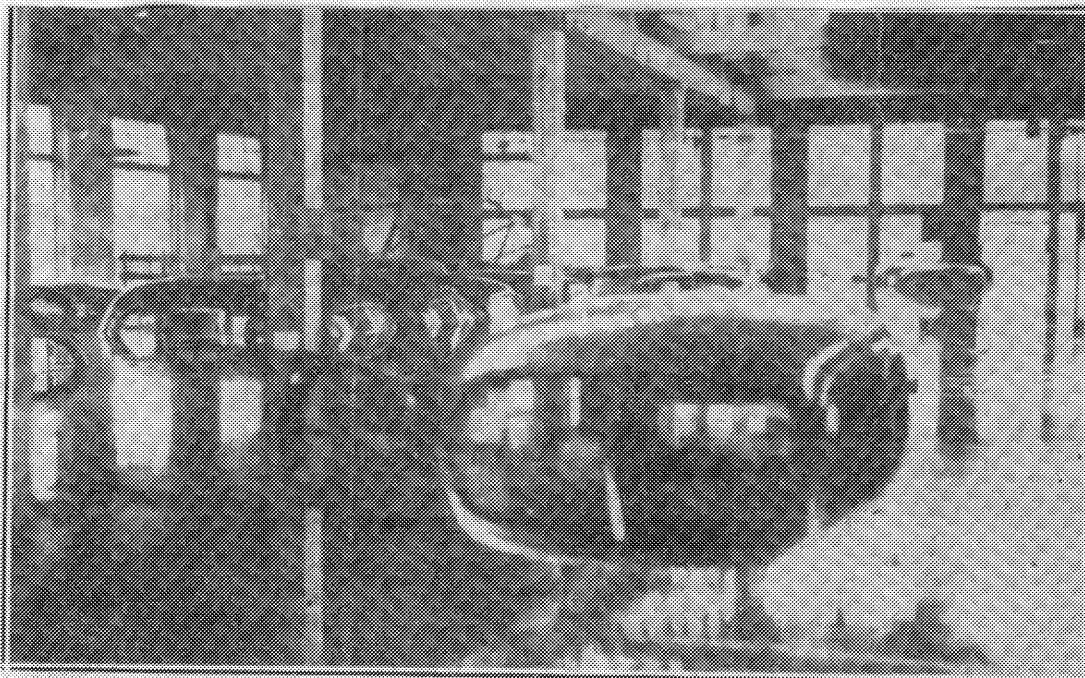
\* New record.  
previous record 43.50, April 20,

Lawrence Evening Tribune May 14 1936  
The ice jam, thousands of cakes of solid matter more than a foot thick, as it started its crushing drive down the Merrimack river shortly after three o'clock yesterday afternoon. The above staff photograph was snapped at a point just above Mill pond, Methuen, on the Lowell boulevard.

Lawrence Evening Tribune



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Midnight .....	42.96 feet

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Lawrence Evening Tribune



## HAVOC WROUGHT ALONG BANKS OF THE MERRIMACK



John Nault of Methuen shown going to a neighbor's home on the banks of the Merrimack river in Methuen. These houses were almost swept away by raging flood waters.



Children got a thrill out of the huge cakes of ice left by the receding Merrimack river waters. Left to right, William Prescott, Gladys Johnston, Billy Chadwick and Thomas Chadwick, standing on a huge cake.

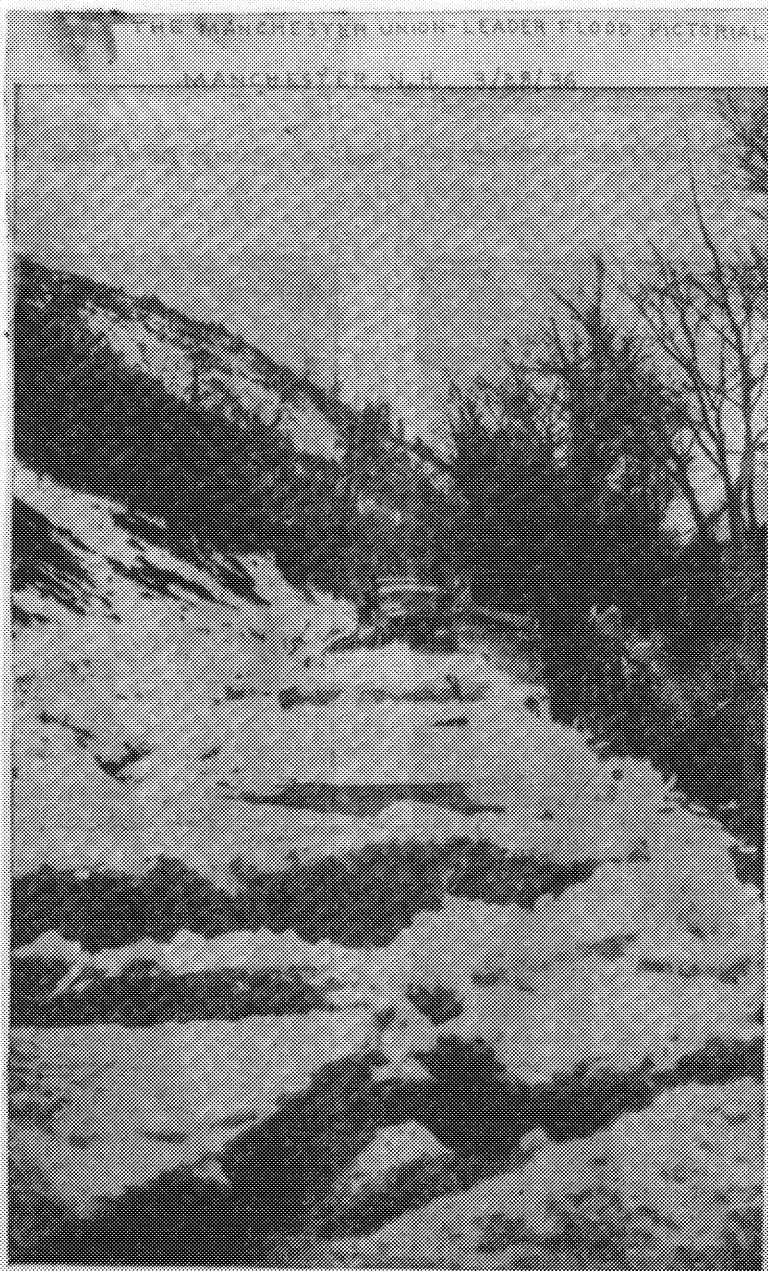
*Boston Herald*

*Methuen home*

*March 17, 1938*







Flood No. 1 in New Hampshire covered highways with huge cakes of ice, repeating this scene, taken on Claremont road, many times. Mountain notches were closed by disastrous landslides in storm which preceded second and worst flood by only few days. (Photo by K. L. Spring.)

## IN WAKE OF FLOOD



Devastation wrought in the boiler room and closeup of the damage to the corner of the Starrett plant. Tons of ice were deposited in and around the boiler room machinery, putting all equipment out of commission. Workers fled from rooms in the right hand picture, demolished in the first crush of ice, barely in time to escape death.—Photos by Hames.

## ATHOL'S GLACIER DAY



The Marble street section of Athol looked like the remains of a glacial period as the first force of the flood began to recede, leaving a gloomy trail of buried automobiles, damaged homes and blocked streets. Two cars are shown (upper left) partially buried under the cakes. A truck nearby was buried. A garage in the rear of the Millers River laundry building was badly damaged (upper right) and huge ice chunks prevented the removal of cars stored there. A view of the damage wrought on Marble street (lower left) and in the section between Island street and the Starrett plant. The lower right picture shows the house from which Mrs. Maria Dower was carried after surrounding ice floes had marooned her within doors. The house was forced from its foundation and badly damaged.—Staff Photos.

## RIVER'S MARK



Workers in this room, four stories above the raging flood which devastated part of Athol's center heard the grinding roar of the approaching ice jams and fled their machines and benches barely in time to save themselves as a 20-foot slice of the building crumbled under the pressure of the floes. The haste with which the room was vacated is shown by the hat of one of the workmen which can be seen on a stool in the foreground.—Photo by Hames.

## DEATH HOVERED HERE



The ice-filled dining room of the L. S. Starrett company plant after yesterday's disaster. Had the roaring flood struck the building 45 minutes later, the room would have been crowded with plant employees eating their noon meal. All would have been trapped, and probably few would have escaped death under the tons of debris with which the place was filled in a few seconds.—Photo by Hames.





CORNER SHEARED OFF ATHOL PLANT. ICE ROARING DOWN MILLERS RIVER SLICES away a large section of L. S. Starrett plant, corners of three upper floors collapsing and dumping debris into big pile below.



MOVING DAY AT ATHOL. MARBLE STREET, ATHOL, caught in backlash of breaking ice jam on Millers river. Several buildings were moved from their foundations.



PAGE FOUR

## HUGE ICE JAMS PROVE MENACE

Residents at Turners  
Falls, Mt. Tom Junction  
Feel Effects of Flood

### HIGHWAY COVERED BY 2 FEET OF WATER

SPRINGFIELD, March 13—Serious ice jams at Turners Falls and Mt. Tom Junction menaced residents along the lower reaches of the Connecticut river as the water, already above flood stage, continued to rise.

While reports of widespread damage to homes and highways continued to pour in, a sharp drop in temperature brought the hope that the worst of the freshet was over. From Northfield and Turners Falls came reassuring news that the flood had begun to recede.

#### SUDDEN RISE

Although the flood fell far short of the disastrous freshets of 1927, the sudden rise of the water emphasized its menace. Experienced observers said the river went up more quickly than ever before in their memory. Northampton, Holyoke and other lower Connecticut river points expected the water to begin falling early tomorrow.

The water at Turners Falls dam tonight was running between 90,000 and 95,000 cubic feet per second, as compared with a normal flow of 5000. During the 1927 flood the flow reached 172,000 cubic feet per second. At the Holyoke dam tonight the water had reached a height of nine feet 13 inches, compared with 14 feet in 1927. Flood stage is nine feet.

# Connecticut Sweeps on Springfield



FOR DAYS this ice jam at Mt Tom backed the Connecticut River six miles into Northampton. And then came the breakup and flood to sweep down the valley, inundating the great cities of Springfield and Hartford, Conn.

Globe photo by William O'Connor



Read the  
Rotogravure and  
Comic Supplement  
In Tomorrow's Globe

# The Boston Daily Globe

Read the  
Store, Want and  
Classified Advertisements  
In Tomorrow's Globe

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NO. 74

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BOSTON, SATURDAY MORNING, MARCH 14, 1936 TWENTY-TWO PAGES

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(1) TWO CENTS

## ICE MENACE WORST IN MERRIMAC

### Blasting of Crushing Jams in River Sends Tons Hurtling South—Lowell Folk Flee



BATTERING ICE FLOES TORE AWAY CORNER OF THIS PLANT AT ATHOL.  
Starrett Company factory where four men barely escaped with their lives when floes ripped off the whole corner of the building.

#### Dynamite Saves Nashua Area

#### General Menace Lessened But Death, Havoc Mount

Other flood pictures and  
news on Pages 12, 13 and 22.

Roaring waters of the Merrimac, backing into Manchester, N. H., as the torrent dashed against a mountainous dam of ice at Litchfield, N. H., were suddenly loosed last night as the ice jam broke and the waters were sent hurtling with their tons of destruction down upon the cities of Nashua, Lowell, Lawrence and Haverhill.

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#### Ice Causes Worst Damage

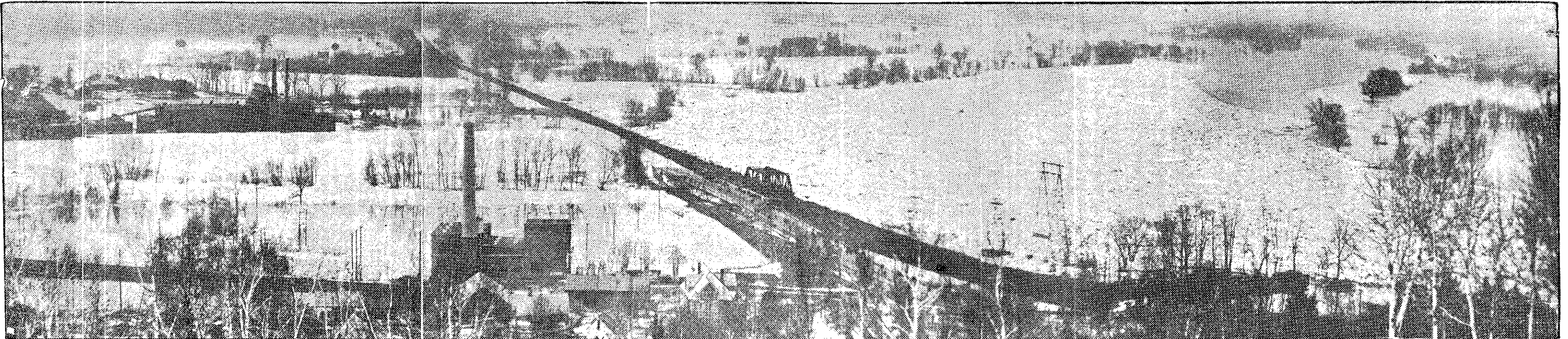
At Tyngsboro, the railroad tracks were bombarded by the great masses of ice, booming and cascading up out of the river, smashing down whatever resistance a bridge, a house, a pier or a road bed might offer.

Fleaboard of the Pawtucket Dam at Lowell were swept away as the ice broke up in the river. Not all the cakes were sent down in the torrent out of Manchester. Many subsequent floes broke of their own accord under the rush of water and the thaw, while others were smashed up by the jumble of cakes forced down from above.

Where damage of the first day of the flood had been confined to water overflowing the banks of rivers in the regions of the headwaters, aggravated by the seven-inch New Hampshire rain, the thaw and the avalanches of slush and snow from the mountains, damage last night was divided between the surging white waters and the great force



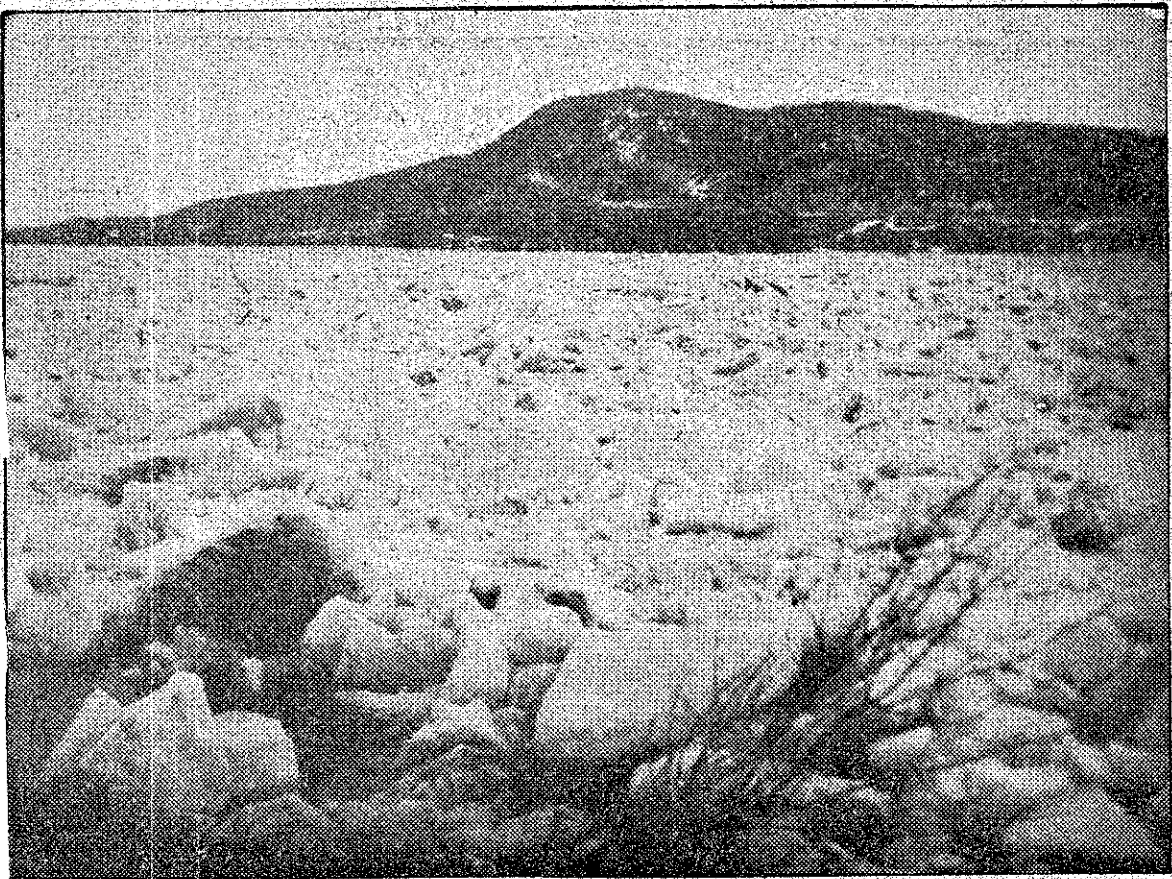
# Great Ice Jam at Mount Tom Junction Drove Flood to Menace Northampton



THE RIVER AT MOUNT TOM JUNCTION, NORMALLY THE SCENE OF QUIET FISHING PARTIES AND PASSING MOTORISTS, PRESENTED A MENACING SPECTACLE WHEN HUGE FLOES OF ICE JAMMED THE CONNECTICUT RIVER AT THAT POINT AND FORMED A WALL THAT DROVE THE FLOOD FAR OUT INTO THE MEADOWS AND UP INTO THE CITY OF NORTHAMPTON. IN THIS PANORAMA, TAKEN FROM THE TOP OF MOUNT TOM, IS TO BE SEEN THE GREAT AREA OF UNUNDATION. IN THE REAR IS NORTHAMPTON, TO WHICH ACCESS BECAME POSSIBLE ONLY BY A MOST ROUNDABOUT ROUTE. IN THE CENTER IS THE RAILROAD BRIDGE AND TRACKS. THE ROAD PARRALLELING THESE TRACKS IS UNDER WATER, FEET DEEP. AT THE RIGHT IS THE ICE JAM ITSELF, BACKED INTO THE MAIN CHANNEL OF THE RIVER. THE BARRIER OF ICE AT THIS POINT CAUSED THE RIVER TO SHIFT ITS COURSE TO ITS OLD CHANNEL ALONG THE OLD HOCANUM ROAD. IN THE BACKGROUND, AT THE RIGHT, PARTLY SUBMERGED BUILDINGS AND FLOODED FARM LANDS ARE TO BE SEEN.



RISKY FUN WHILE IT LASTED. THESE YOUNGSTERS DECIDED TO SHOW OFF BEFORE THE CROWDS AND DID SO WITHOUT INJURY BEFORE THE STATE POLICE CAME AND DROVE THEM OFF THIS SECTION OF THE MOUNT TOM ICE JAM.



A CLOSEUP VIEW OF THE MOUNT TOM ICE JAM. STATE AND CITY OFFICIALS ATTEMPTED DYNAMITING THIS BLOCKADE, BUT THE EFFORT FAILED. PHOTO TAKEN AT OX BOW, SHOWING MOUNT HOLYOKE IN THE BACKGROUND.





The first release of Connecticut flood waters sent tons of ice jamming against the bridge that connects Hartford and East Hartford.



AN ICE JAM BLOCKED THIS ROAD. JAM ON HUNTINGTON-WORTHINGTON ROAD RESULTED FROM WESTFIELD RI  
freshet. Ice was six to 10 feet across the road and it took plenty of power to force a way through.  
SPRINGFIELD NEWSPAPERS - THE DAILY NEWS, THE REPUBLICAN, THE MORNING URCH, THE EVENING UNION 3/31/36





When the first flood receded from the Farmington Valley it left ice floes which, in this picture, have stymied this automobile.

BOSTON POST, MONDAY, MARCH 11, 1946

## River Waters Recede Slowly After Flood at Windsor Vt.



ICE JAM CAUSED FLOOD AT WINDSOR, VT.

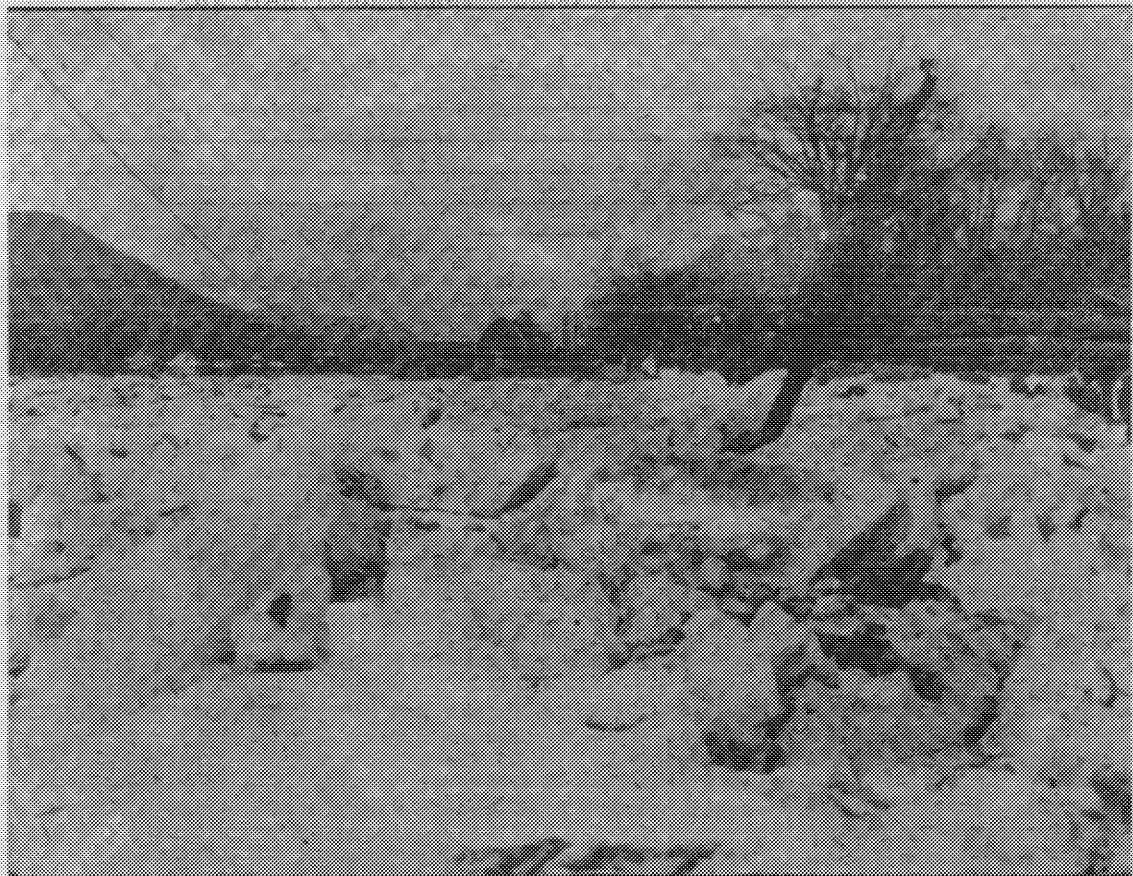
This jagged mass of ice dammed the Connecticut River at Windsor, Vt., and caused a flood on the nearby highway and in the residential district. In the background is the old toll bridge which connects Windsor and Cornish, Vt.

WINDSOR, Vt., March 10—Flood waters of the ice-choked Connecticut River receded slowly today after flooding the residential section of upper Main st., disrupting rail travel and inundating a two-mile stretch of highway with 10 feet of water for 18 hours.

A few hours before the swirling waters reached their peak, four families were evacuated from their homes while a Hartland couple and their 3-year-old child were taken to safety in a boat by three Boy Scouts. The family was sta-







When the Housatonic first rose it changed its course and sent tons of ice hurtling over what once was a highway above Bull's Bridge.

